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American Railroad Journal.

New York, Saturday, April 12, 1873.

Copper Mining Statistics.

Operations in copper mining began in the Lake Superior copper region in 1845. Since that time, as nearly as can be ascertained, something like one hundred and fifteen companies have been organized, and upon the shares of these have been assessments aggregating over \$17,000,000. The mine upon which the largest amount of assessments has been levied is the Isle Royale, whose shareholders have paid in \$910,000. Next to them in amount of expenditure comes the Phoenix, which, in its present condition, represents \$820,000 of outlay. The mine which figures lowest in the matter of expenditure is the Sharon, whose proprietors have made a permanent investment amounting to only two thousand dollars. During the year 1872, only three companies levied assessments, the Allouez, Petherick, and St. Clair, amounting in all to \$190,000, and but eight companies paid dividends, viz.: Calumet and Hecla, Quincy, Pittsburgh and Boston, Central, Minnesota, Franklin, Pewabic, and National. The aggregate of these was \$3,890,000, leaving a net return from the mines last year of \$3,200,000. Of this, \$2,750,000 came from Calumet and Hecla.

During the eighteen years which have elapsed since mining in the Lake Superior region first begun, the aggregate of all dividends paid is \$11,910,000, which, taken from the \$17,000,000 of assessments, shows a balance of over \$10,000,000 against the mining region.

INVESTMENT BONDS.

THE NORTHERN PACIFIC 7-30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7 3-10 per cent. gold interest, and have the following elements of security, viz:

1. They are the obligation of a strong corporation.
2. They are a First Mortgage on the Road, its Equipments, Rights and Franchises.
3. They are a first lien on its Net Earnings.
4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized \$5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

JAY COOKE & CO.,
New York, Philadelphia and Washington.
FOR SALE BY BANKS AND
BANKERS GENERALLY.

The directors of the Central Railroad Company of Long Island have elected the following officers: Loomis L. White, president; Adolph Poppenhusen, vice-president; Herman C. Poppenhusen, treasurer; Elizur B. Hinsdale, secretary; Loomis L. White, Herman C. Poppenhusen and Elizur B. Hinsdale, executive committee. The directors of the Flushing and North Side Railroad

have elected, as president, Adolph Poppenhusen; vice-president, Morris Franklin; treasurer, Herman C. Poppenhusen; secretary, E. B. Hinsdale; executive committee, Loomis L. White, Herman C. Poppenhusen and Elizur B. Hinsdale.

JAY COOKE & CO.,
No. 20 Wall Street,
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London,
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Bremen.

CABLE TRANSFERS,
CIRCULAR LETTERS,
COMMERCIAL CREDITS.

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No. 41 Lombard St., London.

The earnings of the Union Pacific Railroad for February, 1873, were \$491,788 55, the expenses \$289,266 22, and the net earnings \$202,517 33. In February, 1872, the earnings were \$534,115 09, the expenses, \$392,354 05, and the net earnings \$141,761 04—showing a decrease in earnings of \$42,831 54, with a decrease in expenses of \$103,087 88, making the increase in net earnings \$60,756 29. From January 1 to February 28, 1873, the earnings were \$1,015,758 41, the expenses \$640,833 42, and the net earnings \$374,924 99—showing an increase in gross earnings compared with 1872 of \$207,707 24, and an increase in net earnings of \$338,969 68.

The Boston and Maine Railroad car shops, at Lawrence, Mass., are turning out some elegant parlor cars, which are to be used on the main line of that road, besides 18 fine passenger cars. Two new cars—an express and a smoking car—were taken from the shops a few days since. The

latter is of the monitor pattern, handsomely finished in mahogany and burl ash, and gilt moldings. The trimmings are in bronze, and the ventilators are of the Howard Brothers' patent. Bunting's patent seats, handsomely upholstered, add much to the beauty of the car. It is fitted with the Miller platform and the Westinghouse brake, and, as a specimen of car-building, is a great credit to the company's shops. The company is now fitting the Miller platform to all its passenger cars.

Louisville and Nashville Railroad.

The following is a condensed statement of the earnings of the Main Stem and Branches for the year ending June 30, 1872:

	Memphis	Knoxville	Main Branch.	Branch.	Stem.
Passengers.	\$104,665 16	\$93,614 64	\$707,449 29		
Freight	180,683 01	193,817 05	1,615,268 64		
Express	10,033 09	10,599 31	78,957 23		
Mail	7,650 01	5,494 93	32,655 02		
Miscellane's.	219 95	857 31	104,183 10		

Total Main Stem	.....	\$2,538,513 28
" Kooxville Branch	.....	303,883 24
" Memphis Branch	.....	303,251 22
" Bardstown Branch	.....	20,757 93
" Richmond Branch	.....	33,662 42

Total Main Stem and Branches, viz :		
From passengers	.....	\$929,953 41
" freight	.....	2,015,265 41
" express	.....	101,207 32
" mail	.....	48,029 94
" miscellaneous	.....	105,612 01
	.....	\$3,200,068 09
" earnings of steamer	.....	9,776 44

Total earnings	.....	\$3,209,844 53
Total running expenses, viz:		
Repairs of road	.....	\$405,858 44
" bridges	.....	44,743 08
" structures	.....	42,152 98
" cars	.....	96,891 12
" engines	.....	110,192 57
Transportation	.....	696,468 58
Motive power	.....	181,945 57
Fuel account	.....	223,614 30
Oil and waste account	.....	25,102 91
Water supply	.....	18,180 19
General expense	.....	68,950 64
Improvement	.....	5,632 67
Salary account	.....	36,671 67
Watchman account	.....	9,938 34
Insurance	.....	1,256 12
Internal revenue tax	.....	19,214 50
Revenue stamps	.....	61 00
	.....	\$1,986,874 63
Expenses of steamer..	.....	10,250 89
	.....	1,997,125 57

Net earnings	.....	\$1,212,718 96
Add balance from previous year	.....	241,398 54
Sundry credits during the year	.....	188,713 95
Improvement account of 1869-'70 &		
1870-'71, charged to profit & loss per reports 1869-'70 & 1870-'71..	.....	1,154,758 55

From which deduct—		
Interest account	.....	\$266,982 10
Discount account	.....	19,158 11
Dividend No. 18	.....	269,313 00
Dividend No. 19	359,228 00
Sundry charges	109,496 01

Balance to credit June 30, 1872	\$1,773,412 78
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The following is a comparative statement of the earnings of the Main Stem and Branches during the year—

	1870-'71.	1871-'72.
Gross earnings	..... \$3,153,006 90	..... \$3,200,068 09
Operating expenses	..... 2,098,871 34	..... 1,986,874 68

Net earnings..... \$1,054,635 56 \$1,213,193 41
 This shows an increase in gross earnings of \$47,061 19, with a decrease in expenses of \$111,498 66—making an increase in net earnings of \$158,557 85. The balance to credit of profit and loss is \$1,773,412 78, against \$241,398 54, at the close of the preceding year—an increase of \$1,532,014 24. The president in his report says:

In 1867 the board by resolution closed the construction account. During the past three years large expenditures have been made for additional rolling stock, machine shops, depot grounds, and steel rails, adding largely to the value of your property chargeable to "cost of the road." The traffic of the road, having grown to an extent not contemplated by its original projectors, made these large expenditures absolutely necessary. The board has by resolution re-opened the construction account and debited the cost of the road with these various amounts.

The cost of the road, per last report, was..... \$13,964,388 27
 Improvement account of 1869-'70. 593,107 09
 Improvement account of 1870-'71. 561,651 46
 Charged to construction, 1871-'72. 541,263 11
 Memphis, Clarksville and Louisville Railroad..... 1,599,774 39
 Showing the total cost of the road to this date..... \$17,260,184 32
 Add to this the cost of Memphis and Ohio Railroad..... 3,162,667 80
 Other resources after deducting liabilities..... 2,575,263 32
 Showing the total cost of the property of the company..... \$22,908,115 44
 The actual value of the Memphis and Ohio and Memphis, Clarksville and Louisville Railroads may fairly be estimated as worth \$2,000,000 more than they cost this company, making the total value of the company's property \$25,000,000, while the liabilities in stock and bonds (the only liabilities), are only \$21,224,702 66.

The Memphis, Clarksville and Louisville Railroad has been purchased from the State of Tennessee and operated as a branch of this company since October 1, 1871. The three months prior to that date it was operated under the former contract with the Receiver of the State of Tennessee. The expenses for the three months closing the operation under the contract with the receiver were..... \$145,264 52
 The earnings for the same period were 119,887 68
 Showing an excess of expenditures of \$25,376 84
 The earnings for the nine months as the property of this company were..... \$385,471 10
 Expenses same time..... 351,575 55
 Showing an excess of earnings of.... \$33,895 55
 But this does not include the interest on the cost of the road, amounting to..... 74,128 57

Which would show a deficit of..... \$40,233 02

The excess of expenditures is due to the large amount for new bridges, machine shops, and depot grounds. The road is in first-class condition, and the expenses will be largely reduced the coming year.

The Memphis and Ohio Railroad is being run under the same arrangement as last year, but it is proposed at an early day to carry into effect the contract for its consolidation.

The gross earnings for the year were..... \$938,576 68
 Running expenses..... \$697,821 35

Interest account..... 940,308 73

Showing a deficit of,..... \$1,782 05

The total earnings of the lines operated by this company were :

Louisville & Nashville & Branches	..... \$3,200,844 53
Memphis, Clarksville and Louisville,	
12 months	..... 505,358 78
Memphis and Ohio	..... 938,576 68

Total earnings..... \$4,653,779 99

Expenses Louisville and Nashville and Branches	..... 1,997,125 57
Interest, do	..... 296,982 19
Dividends, do	..... 628,541 00
Expenses Memphis, Clarksville & Louisville, 12 months	..... 496,840 07
Interest do, 9 months	..... 74,128 57
Expenses Memphis & Ohio	..... 697,821 35
Interest do	..... 242,487 38

4 403,926 04

Showing a profit of..... \$249,858 95

The bonded debt since June 30, 1871, as per last report, was..... \$8,752,000
Consolidated Mortgage Bonds issued during the year..... 240,000

88,992,000

Redeemed Main Stem Mortgage Bonds	..... \$175,000
Redeemed Memphis Branch Mortgage Bonds	..... 40,000

Paid to sinking fund in consolidated mortgage bonds..

33,000

248,000

Total bonded debt June 30, 1872.... \$8,744,000

In this sum is included City of Louisville bonds without mortgage..... 849,000

Making the total debt for which the road is mortgaged..... \$7,895,000

Memphis and Ohio Railroad Bonds, mortgage on that road..... 3,500,000

Total mortgage on all..... \$11,395,000

During the year seven per cent cash dividend on the capital stock has been paid.

The report of the vice-president and general superintendent for the past year shows an increase of gross earnings on all the lines operated by this company of 1.49 per cent; decrease of operating expenses of 2.52 per cent; and an increase of net earnings of 14.97 per cent.

This company took possession July 1, 1872, of the Nashville and Decatur Railroad, which will be run under lease. This will give a direct line to Montgomery (when the South and North Road is opened) of four hundred and ninety miles.

During the past four years this company has added to its lines, by purchase, lease, and controlling interest, the following roads in Tennessee and Alabama :

Memphis, Clarksville & Louisville R. R.	83 miles
Memphis and Ohio Railroad	..... 130 "
Nashville and Decatur Railroad	..... 122 "
South and North Alabama Railroad	..... 183 "

Total added..... 518 miles.

This has been accomplished without tax to our stockholders or contributions from cities or counties. On and after October 1, 1872, the company will operate nine hundred and twenty miles of road. With new and improved connections in every direction, now completed and soon to be completed by judicious and faithful management on the part of your officers, the revenues of the company should continue to increase, and by the extension of our lines the country should be developed, and the trade of Louisville, Nashville, Memphis, and the other cities and towns upon the line of the road should be largely increased.

The Louisville and Nashville Railroad is in its infancy, and requires liberal and judicious management to make it what it should be. At no very distant period we may hope for direct con-

nections, via Virginia and Tennessee roads, with the Atlantic ports by the extension of our Lebanon Branch; also with the Mexican Gulf ports via Montgomery; and the Pacific ports via Memphis, Little Rock, and Shreveport, where connecting with the Texas Pacific, about to be built under the auspices of Colonel Thomas A. Scott.

Seventeen consecutive semi-annual cash dividends have been paid to the stockholders. The property of the company is in good condition, and has increased largely in value by additions made.

Our depot accommodations and offices are inadequate to our wants, and should be increased and improved.

The Board acknowledges their high appreciation of the skill and fidelity of the officers, and the employees generally for their efficient services.

Statement showing cost, resources, and liabilities of Main Stem and Branches, exclusive of Lebanon Branch Extension, for the fiscal year ending June 30, 1872:

Total cost of road to June 30, 1872, \$14,198,238 50

Resources:	
Due from transportation department	\$855,444 34
Lebanon Branch extension south of Lebanon	2,614,342 27
Cumberland Gap survey	6,526 02
Sundry railroad and State bonds	2,019,037 10
Louisville Bridge Co. stock	471,496 00
Sundry railroad stock	949,305 50
South and North Alabama Railroad Co.	1,096,961 49
Due from sundry railroads and persons on note and acc't	360,188 17
Real estate, timber & quarry land	39,704 24
Memphis and Ohio R. R. Co.	2,216,091 24
Memphis and Ohio R. R. bonds & coupons	745,804 07
Memphis and Ohio R. R. stock	200,772 49
Shop and fuel stock	534,610 87
Cash	67,283 42
	11,707,567 22
	\$25,905,805 72

Liabilities:

Capital stock	\$8,980,702 66
Bills payable	\$2,067,807 36
Due sundry persons on account	329,098 86
Bills and pay-rolls for June	355,755 33
Back interest account	46,882 05
Back dividends up to and including Jan., 1872, uncalled for	169,923 68
July, 1872, dividend, due August 1st	359,228 00
	11,828,690 28
Consolidated mort.	\$6,126,000 00
First mortgage bonds	
Memphis and Ohio Railroad Company	3,500,000 00
First mortgage bonds	
Main Stem	979,000 00
First mortgage bonds	
Memphis Branch	144,000 00
City of Louisville b'ds to Lebanon Branch	225,000 00
City of Louisville b'ds to Main Stem (no mortgage)	849,000 00
	11,828,000 00
Profit and loss account	1,773,412 78
	\$25,905,805 72

Statement showing cost and liabilities of Lebanon Branch Extension for the fiscal year ending June 30, 1872:

Construction—total cost of road... \$8,061,945 82

Coal and timber lands..... 3,615 05

\$3,065,560 87

Liabilities:

Due Main Stem \$2,644,342 27

Due sundry persons..... 218 60

\$2,644,560 87

City of Louisville bonds

 borrowed..... \$333,000 00

Mortgage bonds..... 88,000 00

421,000 00

\$3,065,560 87

Consolidated statement of Main Stem and Branches and Lebanon Branch Extension for the fiscal year ending June 30, 1872:

Total cost of road :

Main Stem, B. B., L. B., R. B., M.

B. and M., C. & L. \$14,198,238 50

Lebanon Branch Extension south of Lebanon

..... 3,061,945 82

\$17,260,184 82

Resources:

Main Stem \$9,063,224 95

Lebanon Branch Ext. 8,615 05

9,066,840 00

\$26,327,024 32

Liabilities:

Stock and stock liabilities, Main Stem

..... \$8,980,702 66

Bills payable \$2,067,807 36

Bills and pay-rolls for June and sundries,

Main Stem 684,849 19

Back interest acc'nt,

Main Stem 46,882 05

Back and July, 1872,

dividends 529,151 68

Sundry persons Lebanon Branch Ext.

..... 218 60

8,328,908 88

Bonded debt:

Main Stem \$8,323,000 00

Memphis and Ohio Railroad Co. 3,500,000 00

Lebanon Branch Ext. 421,000 00

12,244,000 00

Profit and loss account 1,773,412 78

\$26,327,024 32

During August past five hundred thousand pounds sterling bonds of this company, secured by a mortgage upon the Memphis, Clarksville and Louisville Road (recently purchased of the State of Tennessee), having thirty years to run, and bearing six per cent. interest, were negotiated in London at eighty-eight per cent., netting the company in currency (after paying commissions and all other expenses) about ninety-six per cent., showing that the company has good credit upon the London Exchange, where the securities are daily quoted.

President.—H. D. NEWCOMB.

Vice President.—THOS. J. MARTIN.

Directors.—For one year: Thos. J. Martin, W. H. Smith, Wm. M. Farrington. For two years: H. D. Newcomb, W. B. Caldwell, James Whitworth. For three years: B. F. Guthrie, Geo. H. Hutchings, P. J. Potter.

Secretary.—WILLIS RANNEY.

Assistant Secretary.—A. M. QUARRIER.

Vice Pres't and Gen'l Sup't.—ALBERT FINK.

Pork Packing in the West.

The Cincinnati *Price Current* publishes its annual statement of Pork Packing in the Western States, of which the following is a recapitulation:

Ohio	1872-73.	1871-72.
Indiana	885,827	834,163
Illinois	610,966	566,134
Iowa	1,834,611	1,620,375
Missouri	325,447	280,580
Kansas	894,334	608,949
Wisconsin	40,885	43,034
Minnesota	324,072	334,410
Nebraska	24,550	21,000
Kentucky	20,110	12,890
Tennessee	332,456	342,562
Miscellaneous	29,300	40,180
	77,756	42,281

Total	5,410,314	4,831,658
Increase in number at four large cities	317,899	
Increase at other points	260,857	

Aggregate increase 578,756

Per cent increase, four large cities 12.35

Per cent increase, at other points 11.55

Average per cent increase 11.98

Per cent increase, including aggregate gain in number and weight 14.34

At average weight of 1871-72, total equal to 5,524,521

Increase, at average weight of 1871-72, equal in number to 692,966

The average net weight of hogs and yield of all kinds of lard, and cost of hogs, is shown as follows:

Average net weight.	Average yield all kinds Lard. p.100 lbs.	Av. cost
1872-3.	1871-2.	1872-3.
Ohio	242.51	234.9
Indiana	230.25	229.87
Illinois	239.21	231.19
Iowa	229.55	230.16
Kansas	214.12	216.33
Missouri	244.18	224.5
Nebraska	230.45	228.75
Tenn.	227.27	216.5
Kentucky	246.71	236.
Tennessee	207.11	209.
Miscel.	237.94	239.87
Total	232.43	227.62

The aggregate of pounds of net Hogs and Lard compare with last year as follows:

1872-3.	1871-2.	Increase.
Hogs, lbs.	1,257,519,283	1,099,783,385
Lard, lbs.	216,845,385	188,603,317

The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 29, at 315,925 tons, and for the coal year at 3,407,233 tons, against 3,356,700 tons to corresponding time last year, being an increase of 59,533 tons. The bituminous tonnage for the week is 41,820 tons, and for the year 379,236 tons, giving a total of all kinds for the week of 357,745 tons, and for the year 3,786,469, being an increase as against production to same time last year of 122,749 tons.

The following gentlemen have been elected directors of the Panama Railroad Company for the ensuing year: S. L. M. Barlow, Edwards Pierrepont, T. B. Musgrave, A. B. Stockwell, J. M. Burke, G. G. Haven, C. A. Hotelkiss, A. Masterton, S. J. Harriet, H. W. Gray, L. S. Stockwell, C. A. Avery, F. W. G. Bellows. The officers are: President, Alden B. Stockwell; Vice-President, F. W. G. Bellows; Secretary, John Taylor; Treasurer, Henry Smith.

Northern Railway of Canada.

At the annual meeting of the proprietors of the Northern Railway of Canada, held in Toronto on the 8th ult., the report of the Canadian directors for the year ending December 31, 1872, was submitted as follows:

To the Proprietors of the Northern Railway of Canada:

The Canadian Directors have the honor to submit their report for the year ending 31st December, 1872, with the usual appendices in detailed explanation thereof; observing that in consequence of the absence in England, and on the business of the company, of the Managing Director, it seemed to be expedient to postpone the annual meeting until the present date.

The gross traffic receipts for the year have been \$894,774 40 (£183,857 15s. 9d. stg.) as against \$777,498 94 (£159,760 1s. 1d. stg.) in 1871, showing an increase of 15.08 per cent. By reference to "Account No. 1," it will be seen that this increase has arisen in each important class of traffic, viz.: on the Passenger, Local and Through freight Accounts respectively.

The ordinary working expenses of the year have been \$528,509 88 (£108,867 18s. 4d. stg.) as against \$461,818 44 (£94,791 0s. 11d. stg.) in 1871, giving for 1872 a rate on the gross traffic receipts of 59.06 per cent as in comparison with 59.33 per cent in 1871, and showing a reduction of 0.27 per cent in the rate. Having regard to advances in the wages of labor, and in the price of most articles of railway supply, a rise in the rate of working expenses might have been expected, and would probably have occurred, but that the condition of the Permanent Way, the stock of rails on hand, and the expedient of local re-roiling, enabled the directors to avoid any large purchase of rails at the high price recently ruling; and although the larger the gross earnings, the lower the rate at which they may be earned, it may be prudent to anticipate some advance in future expenditure.

The expenditure upon necessary extensions and additions to works, buildings, rolling stock and general equipment, has amounted to \$185,723 48 (£38,162 7s. 2d. stg.) as against \$138,478 76 (£28,464 10s. 9d. stg.) in 1871. The details of this expenditure will be found to represent very important, although quite insufficient, additions to the traffic of the Line. The station buildings and wharves have been extended in number and capacity—upwards of 24 miles of new sidings have been laid down—five locomotive engines have been added to the stock—and 120 new cars of all classes (chiefly freight) have been placed on the line; and yet the executive is obliged to acknowledge that the equipment of the railway does not keep pace with the increasing demands of the traffic.

The net revenue carried to the account of interest on the company's debentures with the balance brought forward from 1871, amounted to the sum of \$182,762 47 (£37,553 18s. 7d. stg.) and all interest accrued due to date has been paid, and a balance of \$3,582 87 (£725 18s. 7d. stg.) has been carried forward to the credit of 1873.

The leased lines of "The Northern Extension Railways Company" now in traffic operation represent a mileage of 45.34 miles, viz., from Barrie to Atherly 24.84 miles, and from Collingwood to Meaford 20.50 miles, and their earnings have already been sufficiently satisfactory to establish a certainty that they will be self-sustaining; whilst, as "feeders" to the main line of this company, they have exercised a very palpable and beneficial influence upon its earnings in extending the sphere of commerce tributary to the City of Toronto.

In presenting this satisfactory review of the operations of the past year, the directors have nevertheless to express their convictions that much remains to be done before the railway can meet the pressing demands of the trade of the district, or secure the profits of it.

There is scarcely an item in the equipment service in which (relatively with the trade and revenue offering) serious deficiencies ought not

at once to be supplied, whilst the directors only await additional financial powers to engage, as they propose to do without delay, in the changing of the gauge of the line necessary to put it and the district in unbroken connection with the western peninsula of the Province and with the American railway system. But with a capital account constituted as is that of this company, it is simply impossible to keep pace with the demands upon the resources of the line, or to undertake the change of gauge, and the Canadian Directors have accordingly placed themselves in communication, through the London Board, with the body of proprietors resident in England, to ascertain how far they would concur in such a consolidation and re-arrangement of the capital account as would enable the company to undertake the necessary works; and they are happy to state that, consistently with due protection to their existing interests (wholly preferential) the English proprietary has consented in a liberal spirit to whatever course may seem to be proper and necessary to the thorough efficiency of the undertaking; and, conditionally upon due legislation, to afford every assistance and support in raising such an amount of new capital as may be requisite thereto. Notice has accordingly been given of the intention of the company to apply at the present session of the Dominion Legislature for such amendments to its Acts as may authorize the creation of new capital for the purposes referred to.

The directors invite the concurrence of the proprietors to measures so obviously beneficial to local interests, observing that the adoption of the amended Act of course be subject to their authority before being in operation.

The directors cannot close this report without bearing testimony to the continued efficiency of all departments of the service, and therein to the zeal and ability of the chief executive officers, and to the satisfactory and harmonious working of a contented body of employees.

All of which is respectfully submitted.

JOHN BEVERLEY ROBINSON, President.
FRED. CUMBERLAND, Managing Director.

Northern Extension Railways Company.

At the annual meeting of this company held in Toronto on the 19th ult., the following report was submitted:

The directors have the honor to present their report of the transactions of the company to 31st Dec., 1872.

The total receipts on capital account to that date were \$351,740, exclusive of any issue of the company's bonds which had not then been sold, and exclusive also of municipal bonuses and of Government subsidy still to be received.

The directors have the pleasure to announce that the company's debentures have since been very satisfactorily placed with Messrs. Grant, Bros. & Co., of Lombard-st., London, to the amount of £129,500 sterling, at the rate \$9,000 per mile of line, and it is gratifying to observe that these debentures are now quoted at a premium on the official list of the London Stock Exchange.

The expenditure of the company amounted on the 31st Dec. to \$959,500 49, being on the Muskoka line, \$634,048 50, and on the North Grey line \$325,451 99.

The directors have the honor to submit the report of the auditors on the above accounts.

The portions of the line finished have been duly opened for public traffic from time to time as follows:

From Barrie to Orillia, 22.12 miles, on the 27th November, 1871.

Orillia to Mara, 2.72 miles, on the 30th September, 1872.

Collingwood to Thornbury, 12.68 miles, on the 1st September, 1872.

Thornbury to Meaford, 7.82 miles, on the 25th November, 1872.

The total mileage now in traffic operation being 24.84 miles on the Muskoka, and 20.50 miles on the North Grey line.

The works on the line between Mara and Washago are fully complete to sub-grade; the Severn River bridge is in an advanced state of construction; the rails are now being delivered and distributed, and there is every prospect that this important addition will be open for traffic early in May.

Although the contract has been let for the line between Washago and Gravenhurst, the directors are not in a position to push the work with the vigor which it deserves. No steps have yet been taken by the district of Muskoka for the granting of the bonuses promised; indeed, there is a hesitation on the part of the local authorities which would seem to indicate a desire to evade any burden in aid of the work. Again, the serious advance which has taken place in the cost of every element of railway construction has reduced the value of the Government subsidy to a proportion of the cost of the line far below that which the Legislature intended to grant. That subsidy amounts, over a considerable portion of the railways, to \$2,000 per mile, and over that part of them in actually unsettled territory does not exceed \$4,000 per mile; and yet it is a fact that since these subsidies were determined upon as sufficient public aid to induce railway construction the rise in the price of the materials of the track alone (rails, &c.,) represents within a fraction of \$2,000 per mile. Under these disadvantages, seeing that the municipal aid lingers, and that the parliamentary subsidy is wholly inadequate (especially in view of the nature of the territory) to the objects it was intended to promote and hasten, the directors are of opinion that the works within the Muskoka District should be prosecuted with great caution, and distributed over such period of time as may ensure financial safety. They submit this recommendation with sincere regret, because the completion of the line to Lake Muskoka would greatly contribute to the traffic of the whole undertaking by opening out a wide field for lumbering and agricultural operation, now only awaiting railway service; and their regret is all the stronger because the postponement of railway service for two or three years will be a serious injury to the district, and a bar to industries and developments of great importance to the Province at large.

The relations of this company with the Northern Railway of Canada, the lessee of these lines are of the most cordial and satisfactory character, and the directors rejoice to report that their anticipations with regard to traffic have been realized to an extent which is an assurance that the lines will be self-sustaining, and will contribute to the main line and to the city of Toronto an important and highly valuable volume of trade.

The Northern Railway Company has officially intimated its intention to change the gauge of its line to four feet eight and a-half inches, and have invited the concurrence of this company to that measure. The directors have expressed their cordial approval of the change, which, when made, must include the lines of this company; and to promote that desirable object the directors recommend the adoption of a petition to Parliament, praying that the necessary powers be granted to the Northern Company.

An arrangement has been concluded under which the steamer Emily May has been acquired in the interest of this and the Northern Company, and the Lake Simcoe traffic thus brought into combination and control. The directors recommend that this measure be concurred in, and the necessary powers be granted to their successors to carry out the agreement referred to.

All of which is respectfully submitted.

FRANK SMITH, President.
JOHN E. FOREMAN, Secretary.

After explanations and remarks by Mr. Howland, Mr. Cumberland, and other gentleman, directors and officers were appointed for the current year: Hon. Frank Smith, President; Mr. N. Barnhart, Vice-President. Directors: Messrs. W. H. Howland, John Turner, H. L. Hime, Jos. Rorke, and Hugh Chisholm.

Pacific Railroad of Missouri.

At the annual meeting of the stockholders of this company, held on the 31st ult., the following gentlemen were elected directors: W. H. Coffin, D. R. Garrison, John B. Henderson and Morris J. Lippman. The board as now constituted is as follows: Hudson E. Bridge, Jas. Baker, N. C. Chapman, W. H. Coffin, T. B. Edgar, D. R. Garrison, J. B. Henderson, M. J. Lippman, F. B. Hays, C. J. Morrill, Andrew Pierce, Jr., A. J. Taussig and C. B. Fisk.

A report was submitted, showing that during the past year 6,981 tons of new rails, part of them steel, had been laid, as also 118,606 ties. Five locomotives, 5 passenger cars, 150 flat cars, and 201 box cars had been obtained in the same time. Reference was made in report to the lease of the road to the Atlantic and Pacific company for 999 years from the 29th of June last, and to the completion of the Carondelet branch.

Statement of the Public Debt of the United States April 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$20,000,000	\$20,000,00
6 per cent. 1881 bonds, 1861..	18,415,000	276,225 00
6 per cent. 1881 bonds, (Oregon) 1861.....	945,000	14,175 00
6 per cent. 1881 bonds, 1861.....	189,321,350	2,839,825
6 per cent. 5-20 bonds, 1862..	284,090,150	6,602,233 75
6 per cent. 1881 bonds, 1863.....	75,000,000	1,125,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300	810,697 08
6 per cent. 5-20 bonds, 1864..	2,298,000	57,450 00
6 per cent. 5-20 bonds, 1864..	67,120,750	1,678,018 75
6 per cent. 5-20 bonds, 1865..	155,653,850	3,891,343 25
6 per cent. consols, 1865....	207,591,150	3,113,867 25
6 per cent. consols, 1867.....	315,678,200	4,735,173 00
6 per cent. consols, 1868....	38,628,400	579,426 00
5 per cent. funded loan of 1881	200,000,000	1,666,666 67

Aggregate of debt bearing coin interest..... \$1,749,309,150 00 \$27,640,119 00

Interest due and unpaid..... 4,260,723 37

DEBT BEARING INTEREST IN LAWFUL MONEY.

	Amount Outstanding.	Interest due and unpaid.
3 per cent. certificates, 1867-68	\$960,000	\$11,885 80
3 per cent. navy pension fund, 1868.....	14,000,000	105,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000	2,230 00

Aggregate of debt bearing interest in lawful money..... \$15,328,000 00 \$119,145 80

Interest due and unpaid..... 560 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	1,104 91	85 74
5 per cent. Mexican indemnity stock, 1846.....	1,550 00	172 00
6 per cent. bonds, 1847.....	3,800 00	235 60
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	880,100 00	101,779 91
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per cent. treasury notes, 1861.....	3,150 00	378 00
7-3-10 per cent. 3 years' treasury notes, 1861.....	19,450 00	1,481 01
5 per cent. 1 year notes, 1863.....	89,585 00	4,491 35
5 per cent. 2 year notes, 1863.....	60,150 00	4,219 10
6 per cent. compound interest notes, 1863-64.....	507,790 00	101,017 85
7-3-10 per cent. 3 years' treasury notes, 1864-65.....	289,550 00	25,484 71
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 80
3 per cent. certificates called.....	750,000 00	2,222 47

Aggregate of debt on which interest has ceased since maturity..... \$3,023,080 26 \$328,386 59

DEBT BEARING NO INTEREST.

	Amount Outstanding.
Demand notes, 1861-62.....	\$82,687 50
Legal tender notes, 1862-63.....	358,509,047 00
Certificates of deposit.....	24,450,000 00
Fractional currency, 1862-3-4..	45,169,374 22
Coin certificates, 1863.....	24,141,000 00

Unclaimed interest..... 16,604 84

Aggregate of debt bearing no interest..... \$452,352,108 72 \$16,604 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,334,741,850 00	
Bonds at 5 per cent.....	414,567,300 00	
	\$1,749,309,150 00	\$31,900,842 37
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent.....	650,000 00	
	\$15,328,000 00	119,705 80
Debt on which interest has ceased since maturity.....	3,023,080 26	328,386 59
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	358,591,734 50	
Certificates of deposit.....	24,450,000 00	
Fractional currency.....	45,169,374 22	
Coin Certificates.....	24,141,000 00	
	\$452,352,108 72	16,604 84
Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,220,012,338 98	\$32,365,519 60

AMOUNT IN TREASURY.

	Amount in Treasury.
Coin.....	\$89,537,376 59
Currency.....	2,655,840 43
Special deposit held for redemption of certificates of deposit as provided by law.....	24,450,000 00
	\$96,641,217 02
Debt, less amount in Treasury, Apr. 1, 1873. \$2,155,736,641 56	
Debt, less amount in Treasury, on the 1st ult. 2,151,390,700 53	
Decrease of debt during the past month..	\$1,244,068 97
Decrease from March 1, '69 to March 1, '73	363,082,560 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Accrued Interest.
Central Pacific bonds, 1862-64	\$25,885,120 00
Kansas Pacific bonds, 1862-64	6,303,000 00
Union Pacific bonds, 1862-64.	27,236,512 00
Central Branch Union Pacific bonds, 1862-64.....	1,000,000 00
Western Pacific bonds, 1862-4	1,970,560 00
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00
Totals.....	\$64,623,512 00

Interest paid by United States, \$18,509,280 90; interest repaid by transportation of mails, &c., \$4,185,407 68; balance of interest paid by United States, \$14,323,873 22.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, March 31, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

Our Iron Industries.

Statistics of the iron trade of the United States are always of interest to Philadelphians. During 1872 the total consumption of iron in this country was 4,054,618 tons, of which 1,254,618 tons were imported, and the balance was produced in the United States—2,400,000 tons of it being pig iron and 400,000 tons scrap iron. The aggregate pig iron production of all the furnaces of the country in 1872 is stated at 2,388,250 tons, of which 478,500 tons were charcoal iron, 1,197,010 tons anthracite iron, and the remainder, 712,500 tons, were made with raw bituminous coal and coke. These interesting figures are collated from the last report of the American Pig Iron Association, which also gives an estimate of the annual requirements of the country for various classes of iron. The lion's share is claimed by the railroads, there being 2,478,500 tons of railroad iron annually consumed. Miscellaneous castings require 600,000 tons; stoves, 250,000 tons; nails and tacks, 250,000 tons; nuts and bolts, 250,000 tons; architectural purposes, 150,000 tons; agricultural implements, 183,000 tons; gas and water pipe, 100,000 tons; ship building, 40,000 tons; and sewing machines, 20,000. Few people will imagine that twenty thousand tons of iron are annually wrought into sewing machines, or that 33,000 tons are made into mowing and reaping machines. These various industries consume altogether 4,311,500 tons of iron, so that the supply is manifestly short.

To meet the increasing demands of the market,

the American producers last year built or began building 109 new blast furnaces, and they also project the construction of 39 new furnaces this year, the estimated increase in the supply of pig iron by these new furnaces being 827,000 tons. To work up the raw material, fifty new rolling mills are under way, whilst the puddling capacity of those in existence has been increased thirty per cent. Pennsylvania, as usual, stands at the head of this industry, her share of the new structures being seventy-nine furnaces and twenty rolling mills. Ohio is the State approaching us the nearest, her share of the increase being thirty furnaces and eleven rolling mills. The others, chiefly small establishments, are scattered among the Western and Southern States, Michigan, Wisconsin, Missouri, Indiana and Tennessee leading. Thus far the figures are accurate, but in classifying the iron production among the various States it is difficult to apportion to each its proper amount. The total yield of iron ore of the United States in 1872 is stated at 6,421,836 tons, but of that product in the Lake Superior region over a million tons were shipped eastward for reduction, the furnaces in Ohio and Pennsylvania getting the most of it. The greater part of the pig iron production was, as usual, in Pennsylvania 702,819 tons, Ohio coming next with 230,636 tons, and New York next with 159,164 tons. In Missouri there were 126,713 tons manufactured, Wisconsin 67,000 tons, New Jersey 63,418 tons, Michigan 63,195 tons, Maryland 41,500 tons, and Georgia, Alabama and Tennessee 26,000 tons. These figures, however, are stated to be only partial, on account of the great difficulty of getting returns from all the furnaces.

Auxiliary to the iron interest is the manufacture of Bessemer steel, which is growing into great importance, there being no less than fourteen new Bessemer works building and projected, the most of them in this State. There were 125,361 tons of Bessemer steel made during the year, of which 90,000 tons were steel rails. It is the rapid extension of the railroad system of the United States that causes the great demand upon the iron markets of the country. The average increase is seven thousand miles of new railway a year, and this requires 700,000 tons of bars or 1,050,000 tons of pig iron, whilst the amount required for repairs is 1,225,000 tons a year. This is exclusive of the railway demand for machinery, engines, cars, &c., and it is further stated that the consumption of iron by the railroads of the country for all purposes exceeds the entire production of all the American works. The iron industry of this country seems now to be based on a solid foundation, and its prosperity is to a large extent the prosperity of Pennsylvania, and Philadelphia, while the great advantages of it go towards making up the prosperity of the whole country.—Philadelphia Ledger.

A new iron steamship, called the Grenada, for the Pacific Mail Steamship Company, was launched from the yard of the Harlan & Hollingsworth Company, at Wilmington Del., on the 1st inst. The ship is 300 feet long over all, 40 feet beam and 30½ feet depth of hold. Her frame of angle iron and heavy plating makes her one of the most substantial iron steamers yet afloat. She has four water-tight bulkheads, all extending to the middle deck, except the collision bulkhead, which goes to the upper deck. She will have accommodations for one hundred and eighty first-class passengers and three hundred in the steerage.

The National Railway Company was organized at Trenton, N. J., on the 2d inst., and the articles of organization and surveys filed in the office of the Secretary of State. The officers are: President, Samuel K. Wilson; Secretary, Robert R. Carson; Treasurer, W. W. Stelle; Engineer, A. J. Gillette.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,668
1868.....	64,463	86,937	81,396	96,431	106,835	164,729	259,590	261,882	262,770	296,432	286,562	342,743	2,300,767
1869.....	212,604	218,952	391,308	485,048	568,270	556,080	582,657	511,864	609,788	579,642	535,369	467,659	5,670,882
1870.....	413,104	394,176	458,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	588,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,841	795,297	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,826	875,763	949,568	1,280,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285,576	1,239,900	1,007,125	12,900,126
1873.....	852,860	691,015	974,460	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866.....	226,153	222,241	290,111	269,249	329,861	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,158
1867.....	243,787	157,882	255,961	282,166	335,510	342,388	364,244	415,982	408,999	426,752	359,102	330,169	3,592,561
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	566,101	456,196	505,746	409,569	361,701	4,508,643
1869.....	343,182	315,099	388,727	328,390	345,833	402,864	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	281,109	316,037	342,897	348,039	408,686	406,659	418,709	506,681	497,519	475,608	441,197	404,204	4,489,405
1871.....	353,235	342,369	384,999	358,964	461,290	466,097	533,656	554,163	507,617	478,27	465,607	377,687	5,278,910
1872.....	311,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,315	352,04	5,156,326
1873.....	352,568	402,477	424,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1868.....	273,876	317,839	390,355	421,363	466,830	505,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1869.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	574,671	547,842	7,976,490
1870.....	522,566	393,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,056	1,200,216	1,010,892	712,359	9,299,430
1871.....	696,147	574,664	765,398	774,280	896,712	893,658	886,214	1,068,237	1,448,942	1,541,057	1,211,530	879,900	11,032,739
1872.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,387,471
1873.....	892,083	830,287	1,142,166	1,112,190	2,068,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1874.....	706,025	753,782	868,359	929,077	1,177,897	1,139,284	1,034,933	1,227,513	1,259,282	1,306,386	1,037,964	775,491	12,203,403
1875.....	655,428	602,182	774,934	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,908,217
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,205	236,160	242,500	236,435	193,959	208,696	218,347	271,425	257,451	298,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,946
1870.....	203,069	226,897	244,182	246,046	266,169	274,021	249,356	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	346,149	295,460	281,491	288,775	314,850	380,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	327,588	318,627	364,768	366,960	378,493	326,434	330,970	419,439	425,598	336,914	337,404	4,380,129	.....
1873.....	358,612	408,849	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871.....	1,055,466	971,193	1,201,500	1,253,955	1,443,272	1,666,415	1,720,078	1,861,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,526,243	1,443,44	1,743,752	1,704,274	1,322,615	18,694,096
Illinois Central:													
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	700,327	738,530	823,901	727,810	613,329	7,100,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,826	889,967	931,530	685,401	681,041	7,817,629
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,410	914,406	814,413	696,677	8,823,48
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,701	8,876,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	636,475	69,063	8,926,754
1873.....	589,493	562,949	631,961	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.....	1,183,673	152,264	267,411	303,915	306,944	286,088	282,723	322,555	365,449	387,999	303,305	210,197	3,321,518
1872.....	188,006	191,733	300,783	322,875	341,843	322,559	329,888	357,302	349,468	449,418	314,513	2,3,240	3,693,183
1873.....	150,567	194,786	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,633	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,276,150	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,587,869	1,824,882	1,525,812	1,433,931	17,322,014
1873.....	1,412,308	1,549,285	1,735,736	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868.....	92,433	81,599	98,482	108,461	95,416	98,924	108,413	125,556	125,065	119,169	121,408	124,096	.....
1869.....	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	99,177	96,275	101,379	106,246	110,213	111,117	111,127	118,407	132,908	135,531	144,023	141,376	1,418,869
1871.....	130,883	126,224	140,740	118,660	115,115	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,568	158,717	154,687	149,550	162,521	191,841	208,977	207,911	204,193	2,029,927
1873.....	170,023	162,585	180,467	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869.....	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	420,030	405,283	363,187	363,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	481,960	470,703	480,847	427,096	422,015	529,890	628,660	582,802	574,434	507,050	5,940,102
1872.....	506,586	484,022	558,533	607,678	593,611	505,314	505,808	580,908	667,849	785,338	616,024	576,783	6,958,479
1873.....	334,715	423,716	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870.....	202,447	260,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871.....	212,006	219,504	319,765	286,416	284,732	275,351	275,540	329,270	364,128	369,887	386,103	299,552	3,630,69

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	COMPANIES.			Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Dividends on paid Capital.	Value of Shares.						
	Bonded Debt.	Floating Debt.	Gross.	Net.	Par.	Paid.	Market.								
Sept. 30, '71	7.25	102	16	Albany	N.Y.	\$157,500	\$111,400	\$40,000	\$63,640	16,449	10	100	100	...	
Sept. 30, '71	1.04	...	...	Albany st. Freight (B'ton).Mass.	Mass.	48,700	75,000	—	2,856	657	100	100	...	...
Oct. 31, '71	7.25	12	...	Allentown	Pa.	31,452	192,750	—	10,801	2,985	100	100	...	...
Sept. 30, '71	11.83	...	...	Avenue C (N. Y. City)	N.Y.	513,286	500,000	681,000	163,841	161,424	11,763	100	100	...	
Sept. 30, '71	22.00	449	55	Bleek, st. & F.F. (N.Y.C.) N.Y.	N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	100	100	...	...
Sept. 30, '71	4.63	—	—	Boston and Chelsea	Mass.	110,000	110,000	—	8,800	7,356	6.8	100	100	...	...
Sept. 30, '71	1.25	—	—	Boston & West Roxbury.Mass.	Mass.	56,133	41,000	—	2,500	2,348	100	100	...	...
Sept. 30, '71	10.76	276	52	Broadway (Brooklyn)	N.Y.	309,000	200,000	100,000	9,859	143,704	25,445	9	100	100	...
Sept. 30, '71	10.33	775	109	B'dway & 7th Av.(N.Y.C.) N.Y.	N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	13	100	100	...
Sept. 30, '71	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	N.Y.	212,379	180,000	80,000	—	41,160	8,501	100	100	...	...
Sept. 30, '71	72.00	1479	297	Brooklyn City	N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	...
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown.N.Y.	N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	100	100	...	...
Sept. 30, '71	19.83	—	—	B'klyn City, Hun P. & P.P.N.Y.	N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	100	100	...	...
Sept. 30, '71	15.20	201	59	Buffalo street	N.Y.	429,657	37,700	73,000	19,267	183,932	23,515	100	100	...	...
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn)	N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	100	100	...	...
Sept. 30, '71	33.51	—	—	Cambridge (Boston)	Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	...
Sept. 30, '71	1.74	20	—	Central City (Syracuse)	N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	...
Sept. 30, '71	46.00	802	142	Cent. P. & N.E.R. (N.Y.C.) N.Y.	N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	100	100	...	...
Oct. 31, '71	7.25	352	48	Citizens' (Phila)	Pa.	212,820	192,750	—	—	313,002	94,494	27.7	60	194	...
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg)	Pa.	249,995	184,000	50,000	7,700	107,771	60,887	22.0	50	46	...
Sept. 30, '71	14.83	222	21	Coney Island (Brooklyn)	N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	100	100	...	...
Sept. 30, '71	10.36	834	116	Dry Dock, E.B.&B. (N.Y.C.) N.Y.	N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	100	100	...	...
Sept. 30, '71	11.75	37	16	East New York & Jamaica.N.Y.	N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	100	100	...	...
Sept. 30, '71	1.63	13	3	Easton and S. Easton	Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	...
Oct. 31, '71	18.00	877	169	Eighth Avenue (N.Y.City) N.Y.	N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	...
Oct. 31, '71	5.25	—	—	Elmira and Horseheads	N.Y.	43,000	22,500	—	3,200	(Not in opera.)	100	100	...	...
Oct. 31, '71	2.20	20	6	Eric Cl'y	Pa.	36,957	19,807	20,458	—	14,371	3,268	50	42	...	...
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.) Pa.	Pa.	93,000	68,300	25,000	—	41,167	7,504	25	25	...	...
Sept. 30, '71	2.70	—	—	Fifth Ward (Syracuse)	N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	100	100	...	...
Sept. 30, '71	9.63	—	—	42d st. & Gr'd st. F.(N.Y.C.) N.Y.	N.Y.	1,064,679	748,000	—	—	362,611	97,698	6.5	100	100	...
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.) Pa.	Pa.	830,364	491,750	227,000	80,000	355,899	92,569	6	50	51	...
Sept. 30, '71	3.25	22	—	Genesee & Water st. (Syr.) N.Y.	N.Y.	59,926	42,500	12,700	—	13,924	2,226	100	100	...	...
Oct. 31, '71	34.25	360	64	Germantown (Phila)	Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35
Oct. 31, '71	5.40	108	—	Girard College (Phila)	Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	...
Sept. 30, '71	9.00	93	16	Gr'd st. & Newtown(Bk'n) N.Y.	N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	100	100	...	...
Sept. 30, '71	9.00	—	—	Gr'd st. F. & Flatb. N.Y.	N.Y.	400,000	200,000	14,000	(Not in opera.)	—	100	100	...	...
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila) Pa.	Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	50	...
Oct. 31, '71	2.14	11	—	Harrisburg City	Pa.	60,249	41,995	12,884	1,240	6,489	567	25	25	...	...
Sept. 30, '71	10.00	120	24	Harin, Br. Mor. & F'dham.N.Y.	N.Y.	254,295	123,540	137,000	—	85,554	27,669	100	100	...	...
Oct. 31, '71	20.40	362	51	Hest, Mant. & F'mount (Ph.) Pa.	Pa.	388,016	299,424	138,100	—	310,958	105,646	13.5	50	...	194
Sept. 30, '71	3.56	31	—	Kingston and Rondout	N.Y.	80,291	75,000	—	—	22,809	6,424	3.7	100	100	...
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.) Pa.	Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	104	...
Sept. 30, '71	4.04	57	—	Lowell Horse	Mass.	75,904	55,830	4,000	—	4,200	1,923	100	100	...	...
Sept. 30, '71	11.62	233	55	Lynn and Boston	Mass.	277,311	200,000	50,000	1,900	177,507	10,218	100	100	...	...
Sept. 30, '71	3.60	—	—	Malden and Melrose (Bttn) Mass.	Mass.	60,246	200,000	—	—	32,262	—	100	100	...	...
Sept. 30, '71	1.07	—	—	Marginal Freight (Boston) Mass.	Mass.	34,600	21,000	4,000	—	2,400	1,923	100	100	...	...
Sept. 30, '71	3.48	—	—	Medford & Charlest. (Bttn) Mass.	Mass.	36,000	50,000	—	—	10,000	—	100	100	...	...
Sept. 30, '71	5.27	45	15	Merrimac Valley	Mass.	63,000	50,000	—	—	10,000	—	100	100	...	...
Sept. 30, '71	43.10	958	328	Metropolitan (Boston)	Mass.	1,705,566	1,250,000	—	455,566	965,066	153,192	10	100	100	578
Sept. 30, '71	15.60	260	48	Middlesex (Boston)	Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	...
Sept. 30, '71	1.75	—	—	Mohawk and Ilion	N.Y.	15,000	—	—	—	5,753	3,847	100	100	80	...
Sept. 30, '71	12.20	177	—	Ninth Avenue (N.Y. City) N.Y.	N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	100	100	...	...
Sept. 30, '71	3.20	14	—	Northampton & Wmburg. Mass.	Mass.	300,000	300,000	—	5,059	7,887	293	100	100	...	...
Sept. 30, '71	8.00	52	52	North 2d St. & Middle Vil. N.Y.	N.Y.	154,343	133,600	—	15,350	41,951	5,981	100	100	...	...
Sept. 30, '71	2.74	7	—	North Woburn (Boston)	Mass.	32,000	20,800	8,000	2,000	—	1,920	100	100	...	...
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.) Pa.	Pa.	121,805	130,000	67,000	5,275	49,098	708	50	50	...	...
Dec. 31, '71	11.71	172	33	Orange and Newark	N.J.	897,022	252,550	546,000	76,700	165,357	37,874	100	100	...	...
Sept. 30, '71	3.81	—	—	Passenger (Cin.)	Mo.	100,000	—	—	—	—	—	100	100	...	...
Oct. 31, '71	9.56	42	—	Peoples' street (Scranton)	Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	...
Oct. 31, '71	12.02	403	—	Philadelphia City (C. & W.P.)	Pa.	450,237	225,000	25,237	—	346,982	85,193	23.5	50	15	...
Oct. 31, '71	6.04	—	—	Philadelphia and Darby	Pa.	25,000	20,000	57,000	(Lear ed)	—	4.0	20	10	...	...
Oct. 31, '71	12.87	145	—	Philadelphia & Gray's Ferry.Pa.	Pa.	299,127	290,175	6,500	—	120,395	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	—	Pbg., Allegheny & Manches.Pa.	Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	...
Oct. 31, '71	6.00	100	—	Pittsburgh and Birmingham.Pa.	Pa.	135,913	100,000	16,000	57,254	84,896	6,366	50	50	...	...
Dec. 31, '71	6.88	92	—	Portland	Me.	160,300	160,300	—	600	45,007	12,809	100	100	...	...
Sept. 30, '71	2.50	—	—	Poughkeepsie City	N.Y.	57,414	31,370	14,000	12,044	16,816	Loss	100	100	...	...
Sept. 30, '71	8.00	55	—	Ridge Av. & Manayunk(Ph.) Pa.	Pa.	223,616	158,100	63,300	6,000	45,834	36,700	50	15	43	...
Sept. 30, '71	10.00	—	—	Rochester and Brighton	N										

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* --- 100	\$3,280,000	J. & J.	Jan. '73 31	Long Island ----- 50	8,000,000	M. & S.	Sept. '72 2	Vermont and Mass --- 100	\$2,840,000	M. & N.	Nov. '72 2
Allegheny Valley --- 50	2,26,6350	— & —	-----	Louisiv., Olin. and Lex. --- 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) --- 100	1,800,000	J. & D.	Dec. '71 3
Atlanta and West Point. 100	1,232,700	J. & J.	July '71 4	" pref. 100	848,700	J. & J.	July '72 41	Washington Valley ----- 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf --- 100	3,693,200	— & —	-----	Louisville & Nashville. 100	8,980,600	F. & A.	Feb. '73 3	West Jersey ----- 100	1,209,000	F. & A.	Feb. '73 4
" " pref. 100	838,976	J. & J.	July '71 34	Louiv., N. Alb. & Chi. --- 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law* --- 100	39,494,900	M. & S.	Mar. '73 2	Lowell and Lawrence --- 100	200,000	A. & O.	Apr. '72 3	Winchester & Strasburg* 100	500,000	J. & J.	July '72 34
" " new 1870. 100	1,500,000	— & —	-----	Lykens Valley ----- 200	600,000	F.M.A.N	Feb. '73 21	Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 5
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Oct. '72 11	Macon and Western. 100	2,500,000	J. & J.	Jan. '73 5	HORSE-POWER R. R.			
Baltimore and Ohio. --- 100	13,151,962	M. & N.	Nov. '72 5	Maine Central ----- 100	3,400,000	— & —		Albany City ----- 100	110,300	— & —	----- 24
Washington Br. --- 100	1,650,000	A. & O.	Oct. '72 5	Manchester and Law. 100	1,000,000	M. & N.	Nov. '72 5	Baltimore City ----- 100	800,000	F. & A.	Aug. '72 1
Parkersburg Br. pref. --- 50	5,680,985	— & —	-----	Marietta & Cincinnati. 50	1,372,891	J. & D.	Sept. '66 3s	Bleecker St. & F. Fy. (N.Y) 100	900,000	— & —	
Berkshire* --- 100	600,000	J. A. J&O	Apr. '73 11	" 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s	Boston and Chelsea. 100	110,000	A. & O.	Apr. '73 4
Blossburg & Corning* --- 50	250,000	J. & U.	Dec. '72 24	" 2d pref. 50	4,460,368	F. & A.	Feb. '73 3	Broadway (Brooklyn). 100	200,000	J. A. J.O.	Jan. '73 3
Boston and Albany --- 100	19,664,100	M. & N.	Nov. '72 5	Michigan Central ----- 100	17,989,548	J. & D.	Jan. '73 45	Broadway & 7th Av. (N.Y) 100	2,100,000	J. & D.	Jun. '70
Bos., Clin. & Fitchb. pref. 100	638,200	— & —	-----	Mill Creek & Minehill. 50	323,375	J. & J.	July '72 5	Brooklyn City ----- 100	1,500,000	F.M.A.N	Feb. '73 3
Agricultural Br. guar. --- 100	60,000	J. & D.	Dec. '72 23	Mississippi* --- 100	10,822,873	J. & J.	Dec. '70 7s	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Bos., Cone. & Mont. *pref. 100	800,000	M. & N.	Nov. '72 3	Nashua and Lowell. 100	800,000	F. & A.	Feb. '73 34	Bushwick (Brooklyn). 100	302,000	J. & J.	July '71 34
Boston and Lowell. 500	2,852,900	J. & J.	Jan. '73 4	Naugatuck ----- 100	1,877,900	J. & D.	Dec. '72 3	Cambridge ----- 100	727,500	A. & O.	Apr. '73 4
Boston and Maine --- 100	6,816,807	M. & N.	Nov. '72 5	Nequonck Valley* --- 50	1,000,000	M. & S.	Sept. '72 5	Can. Park. N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2
Boston and Providence. 100	3,950,000	M. & N.	Nov. '72 5	Newark and N. York* --- 50	977,400	J. & J.	Jan. '72 3	Citizens' (Pbg.) ----- 50	500,000	J. & J.	Jan. '73 7
Buffalo, N. Y. and Erie* 100	950,000	F. & A.	Feb. '73 31	N. Castle & Beaver Val. 50	1,800,000	J. & J.	Nov. '69 12	D. Cook. K. B'dw. & Bat. 100	1,200,000	F.M.A.N	Feb. '73 2
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Mar. '73 5	N. Haven & Northamp. 100	605,000	J. A. J.O.	Sept. '72 5	Elizabeth and Newark. 100	200,000	J. A. J.O.	Oct. '71 3
" " pref. 100	1,485,900	M. & S.	Mar. '73 5	New Jersey* --- 100	7,295,200	J. A. J.O.	Sept. '72 5	42nd St. & G. St. Ferry. 100	748,000	M. & N.	Nov. '71 5
Camden and Amboy* --- 100	5,847,400	J. A. J.O.	Apr. '73 24	New London Northern* 100	1,418,800	J. & J.	Jan. '73 5	Frankf. & Southw. (Ph.) 100	491,760	J. & J.	Jan. '73 5
Camden and Atlantic. 50	379,020	— & —	-----	N. Y. Cen. & Hudson 100	89,428,330	A. & O.	Apr. '73 4	Germantown (Ph.) ----- 50	1,00,000	J. & J.	Jan. '73 3
Cape Cod. 60	1,020,330	J. & J.	Jan. '72 3	New York and Harlem. 100	8,500,000	J. & J.	Jan. '73 4	Girard College (Ph.) ----- 50	500,000	J. & J.	July '71 3
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3	N. Y. Cen. and Hudson 100	89,428,330	J. & J.	Jan. '73 4	Grand St. and Newton. 100	170,000	J. & J.	July '71 2
Catasauqua & Fogelv. 50	426,900	Novemb.	Nov. '71 6	Newark and N. York* --- 50	977,400	J. & J.	Jan. '72 3	Green & Coates St. (Ph.) 50	600,000	J. & J.	Jan. '73 4
Catawissa* --- 50	1,189,500	— & —	-----	N. Y. C. Provid. & Boston. 100	2,000,000	J. A. J.O.	Aug. '69 12	Heston, Mantua & Fairm. 50	2,050,000	J. & J.	Jan. '73 4-5
" " pref. 50	2,200,000	M. & N.	Nov. '72 3	N. Y. C. Provid. & Boston. 100	2,000,000	J. A. J.O.	Sept. '72 2	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Cayuga and Suaq.* --- 50	589,110	J. & J.	Jan. '72 14	North Carolina ----- 100	4,000,000	J. & J.	July '72 3	Lynne and Boston. 100	200,000	— & —	-----
Cedar Rapids & Mo. R. --- 100	6,860,400	M. & N.	Feb. '73 4	" Eastern (N.C.) pref. 100	111,000	M. & N.	May '67 4	Malden and Melrose. 100	200,000	— & —	-----
" " pref. 100	1,219,563	J. & D.	Feb. '73 4	N. Eastern (N.C.) pref. 100	111,000	M. & N.	May '67 4	Metropolitan (Boston). 100	1,500,000	J. & J.	Jan. '73 4
Chicago, Bur. & Quincy. 100	18,652,410	M. & S.	Mar. '73 5	N. Pennslyvania. 50	3,150,150	J. & J.	Jan. '72 6s	Middlesex (Boston). 100	400,000	A. & O.	Apr. '73 3
Chicago, Iowa & Nebraska* 100	3,916,300	J. & J.	Jan. '73 4	Northern Central. 50	5,000,000	M. & N.	Nov. '72 3	Ninth Avenue (N. Y.). 100	197,320	— & —	-----
Chicago & N. Western. 100	15,083,480	J. & D.	Dec. '72 3	Northern Central. 50	3,068,400	J. & D.	Dec. '72 4	Orange and Newark. 100	282,555	— & —	-----
" " pref. 100	21,259,563	J. & D.	Dec. '72 3	Northern New Jersey. 100	1,000,000	J. & J.	Jan. '72 4	Philadelphia City ----- 60	750,000	J. & J.	July '73 4
Chicago, R. I. & Pacific. 100,000,000	A. & O.	Apr. '73 4	Osgood. 50	1,000,000	J. & J.	Jan. '72 4	Philadelphia and Darby. 20	200,000	J. & J.	July '71 2	
Cin., Ham. & Dayton* --- 50	3,500,000	A. & O.	Oct. '72 4	Osgood, Bridge & Catanc. 100	1,000,000	J. & J.	July '72 3	Phila. and Grey's Ferry. 50	284,775	J. & J.	Jan. '73 2
" " pref. 50	429,046	M. & N.	Nov. '72 3	Pacifico of Missouri. 100	3,635,750	— & —	Feb. '73 4	Pbg. Alleg. & Manchester 50	962,100	M. & N.	Apr. '73 2
Clev., Col., Cin. & Ind. 100	13,944,000	F. & A.	Feb. '73 34	Panama ----- 100	7,000,000	J. A. J.O.	June '72 34	Second Avenue (N. Y.). 100	888,100	J. A. J.O.	Apr. '73 2
Cleveland & Mahoning* 50	2,087,569	M. & N.	Nov. '72 3	Paterson and Hudson. 100	630,000	J. & J.	July '72 3	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 5
Cleveland & Pittsburgh* 50	11,236,150	F. M. A. N.	Feb. '73 24	Paterson and Hudson. 100	500,000	J. & J.	Jan. '73 4	Sixth Avenue (N. Y.). 100	750,000	M. & N.	May '71 5
Col., Chic. & Ind. Cen. 100	13,000,000	---	---	Pawtucket. 50	243,000	J. & J.	Jan. '73 4	Third Avenue (N. Y.). 100	1,170,000	F.M.A.N	Feb. '73 3
Columbus and Xenia* 50	1,788,900	M. J. S. D.	Dec. '72 22	Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '73 3	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '73 1
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '72 5	Pennsylvania ----- 100	72,000,000	M. N. & O.	Nov. '72 5	Somerville (Boston). 100	75,000	M. & N.	Nov. '72 3
Concord and Porta. 100	1,600,000	M. & N.	Nov. '72 3	Peterson and Ramapo*. 50	500,000	J. & J.	Jan. '73 4	South Boston. 50	400,000	J. A. J.O.	Jan. '73 2
Connecticut River. 50	1,850,000	F. & A.	Feb. '73 34	Pewaukee ----- 100	2,000,000	F. & A.	Jan. '73 4	Union (Boston). 100	200,000	— & —	July '72 74
Cooperstown and Susq. 100	307,383	— & —	-----	Pewaukee ----- 100	2,000,000	J. & J.	Jan. '73 4	Union (Phila.). 100	400,000	J. & J.	Jan. '72 5
Cumberland and Vailev. 50	1,942,250	A. & O.	Oct. '72 4	Peoria & Bureau Val. 100	1,200,000	F. & A.	Nov. '72 5	West Philadelphia. 50	400,000	J. & J.	Jan. '73 8
Danbury and New C. 50	400,000	M. J. S. D.	Dec. '71 4	Philadelphia and Erie. 50	6,044,300	J. & J.	Feb. '73 4	CANALS.			
Delaware* --- 50	1,230,941	J. & J.	Jan. '73 3	" pref. 50	2,400,000	J. & J.	Jan. '72 4	Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Del., Lackaw. & Westn. 50	18,868,850	J. A. J.O.	July '72 24	Philadelph. & Reading 50	32,684,575	M. J. S. D.	Mar. '73 3	Chesapeake and Ohio 25	8,229,594	— & —	-----
Detroit & Milwaukee* 50	822,140	— & —	-----	" pref. 50	1,626,260	J. & J.	Jan. '73 5	Delaware Division ----- 50	1,633,350	F. & A.	Feb. '73 4
" " pref. 50	2,095,000	J. & J.	Dec. '69 7	Philadelphia and Reading 50	1,626,260	J. & J.	Jan. '73 5	Delaware and Hudson 100	15,000,000	F. & A.	Feb. '73 5
Erie Railway --- 100	18,000,000	March.	Mar. '73 3	" pref. 50	1,651,800	J. & J.	Jan. '73 5	Delaware and Raritan* 100	5,847,400	J. A. J.O.	Apr. '73 2
" " pref. 100	8,536,910	J. & J.	Mar. '73 3	Phila. and Trenton* 100	1,250,100	J. A. J.O.	Apr. '73 2	Erie of Pennsylvania* 50	64,000	— & —	-----
Erie and Pittsburg* 50	1,090,250	M. J. S. D.	Dec. '72 14	Phila. W. & Chi. 100	14,874,280	J. A. J.O.	Jan. '73 4	Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Fitchburg --- 100	4,000,000	J. & J.	Jan. '73 4	Pittsb. Ft. W. & Chi. 100	19,714,280	J. A. J.O.	Jan. '73 4	Monongahela Navigat. 50	1,003,500	J. & J.	Jan. '73 3
Georgia --- 100	4,165,000	J. & J.	July '72 24	" Special Imp. 100	2,000,000	J. A. J.O.	Jan. '73 4	Morris (consolidated)* 100	1,025,000	F. & A.	Aug. '72 2
Grand River Val. * guar 100	1,000,000	— & —	-----	Roch. & Genesee Val. 50	557,500	J. & J.	Jan. '73 4	" (preferred) 100	1,175,000	F. & A.	Aug. '72 5
Grand Trunk, (Ca.) --- 100	14,367,946	— & —	-----	Rome, Watert. and Ogd. 50	2,998,900	J. & J.	Feb. '73 4	Pennsylvania ----- 50	4,337,950	— & —	-----
Great Western, (Ca.) --- 100	19,237,404	J. & O.	Oct. '72 34	Rutland* ----- 100	2,700,000	J. & J.	Feb. '73 5	Schuyl. Nov. (common)* 50	1,908,207	F. & A.	Feb. '73 30c
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 7	" " pref. 100	2,040,000	May.	May '68 7	" (pref.) 50	2,838,975	F. & A.	Feb. '73 60c
" " pref. 100	5,078,224	Annual.	Aug. '70 7	St. Louis and Iron Mt. 100	10,000,000	F. & A.	Feb. '73 3	Union (Boston). 100	2,002,746	— & —	-----
Hanover Branch, (Pa.) 50	118,850	M. & N.	Nov. '72 5	St. L., Kan. C. & North. 100	12,000,000	—	---	Union (Phila.). 100	2,007,850	— & —	-----
Harlem Extension --- 100	4,000,000	— & —	-----	South Branch (N. J.) 50	12,000,000	Nov. '72 2	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 -	
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 34	Saratoga and Schenec. 50	300,000	A. O.	Feb. '73 34	MISCELLANEOUS.			

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	Payable.	WHEN PAYABLE.	Market Price.		Amounts outstanding.	Interest.	Payable.	PAYABLE.	Market Price.
National Securities Apr. 1, 1873.											
Loan of June 14, 1858	registered	\$6,045,000	5 Jan. & July	1874	110		Massachusetts—(\$30,712,882):		5 Vario	'72-'80	
" " coupon		13,955,000	5 "	1874	110		State (public works) scrip, '72	706,000	5 June & Dec.	'72-'77	
Loan of February 8, 1861	registered	13,759,000	6 Jan. & July	1880	117 ^{1/2}		State (public works) scrip	384,000	6 Jan. & July	'72-'76	
" " coupon		4,656,000	6 "	1880	120 ^{1/2}		Union Fund Loan, 1861	2,800,000	6 Jan. & July	'72-'76	
Oregon War Bonds of March 2, 1861	coupon	945,000	6 Jan. & July	1881	109 ^{1/2}		Union Fund Loan, 1862	600,000	5 "	'77-'78	
Loan of July 17, and Aug. 5, 1861	registered	125,513,550	6 Jan. & July	1881	117 ^{1/2}		Coast Defense Loan, 1863	888,000	5 "	" 1883	99 ^{1/2}
" " coupon		63,807,500	6 "	1881	120 ^{1/2}		Bounty Loan, 1864	4,379,500	5 May & Nov.	1894	99 ^{1/2}
Loan of Feb. 25, 1862	(5-20s)	30,797,350	6 May & Nov.	1882	113 ^{1/2}		Bounty Loan, 1864, £826,600 stg	4,000,744	5 "	" 1894	
" " (5-20s)		233,292,800	6 "	1882	117 ^{1/2}		War Loan (5-20) cur. 1866	2,551,500	6 Mar. & Sept.	1886	
Loan of March 3, 1863	registered	53,496,450	6 Jan. & July	1881	117 ^{1/2}		R. R. & Hoosac T. bonds, £1,448,700 stg	7,175,451	5 April & Oct.	'88-'93	
" " coupon		21,504,550	6 "	1881	120 ^{1/2}		R. R. & Hoosac Tunnel bonds, dollar	1,166,500	5 "	" 90-'93	
Loan of March 3, 1864	(5-20s)	2,298,000	6 May & Nov.	1884	117 ^{1/2}		Loan (B. H. & Erie R. R.) £743,600 stg	2,599,024	5 Jan. & July	1900	
Loan of June 30, 1864	(5-20s)	32,707,750	6 May & Nov.	1884	117 ^{1/2}		Michigan—(\$2,332,293):				
" " (5-20s)		34,413,000	6 "	1884	117 ^{1/2}		Canal Bonds, 1859	81,000	6 Jan. & July	1879	
Loan of March 3, 1865	(5-20s)	36,454,250	6 May & Nov.	1885	116		\$2,000,000 Loan Bonds, 1863	446,000	6 "	" 1873	
" " (5-20s)		119,199,600	6 "	1885	119 ^{1/2}		\$2,000,000 Loan Bonds, 1863	431,000	6 "	" 1878	90 ^{1/2}
" " 2d series (5-20s)	registered	58,807,000	6 Jan. & July	1885	116 ^{1/2}		Renewal Bonds, 1868	718,000	6 "	" 1883	
" " (5-20s)		148,784,150	6 "	1885	117 ^{1/2}		Bounty (War) Bonds, 1866	463,000	7 May & Nov.	1890	
" " 3d series (5-20s)	registered	90,902,100	6 Jan. & July	1887	116 ^{1/2}		160,000	6 Jan. & July	1878		
" " (5-20s)		22,776,100	6 "	1887	119 ^{1/2}		Sioux War Bonds, 1862	100,000	7 May & Nov.	1872	
" " 4th series (5-20s)	registered	14,155,500	6 Jan. & July	1888	116 ^{1/2}		State Building Bonds, 1867-'68 and '69	250,000	7 Jan. & July	'77-'79	
Loan of March 3, 1864	(10-40s)	14,472,900	6 "	1888	116 ^{1/2}		Railroad Bonds (suspended) 1868	2,275,000	... June & Dec.	1883	
Loan of March 3, 1864	(10-40s)	140,026,300	5 Mar. & Sept.	1904	111 ^{1/2}						
" " (10-40s)		54,541,000	5 "	1904	112 ^{1/2}		State Bonds, proper, 1865-'68	439,000	6 Jan. & July	'82-'90	93 ^{1/2}
Consols of July 14, '70 & Jan. 20, '71	registered	128,809,750	5 F. M. A. & N.	1881	117 ^{1/2}		Railroad Loan Bonds, 1854-'66	1,589,000	6 "	'87-'88	
" " "		71,190,250	5 "	1881	116 ^{1/2}		S. W. Br. of Pacific R. R. bonds, guar.	14,496,000	7 "	" 1890	97 ^{1/2}
Consols ..	..	..	..	..	..		State Bonds, funding, 1867-'68	2,272,000	6 "	" 1891	
Consols ..	..	..	..	..	..		State Bonds, for floating debt	660,000	10 Mar. & Sept.	'72-'87	
Den. Cer. of Mar. 2, '67, and July 25, '68 (cur.)		650,000	3 Dem.				War Loan Bonds, 1861	812,000	6 Jan. & July	'71-'72	
Navy Pension Fund of July 23, 1868 (cur.)		14,000,000	3 Irrad.				War Loan Bonds, July 1, 1864	600,000	6 Mar. & Sept.	'84-'89	98 ^{1/2}
Certificates of Indebtedness 1870 (cur.)		678,000	4	1875			War Loan Bonds, Oct. 1, 1866	750,000	6 April & Oct.	'72-'74	99 ^{1/2}
Pacific R. R. Bonds (currency)		64,623,512	6 Jan. & July	1866-'99	114	New Jersey—(\$2,896,200):					
U. S. Notes and Fractional Currency		403,761,109	6			War Loan Bonds, 1861, tax free	1,200,000	6 Jan. & July	'73-'84	103	
State Securities, latest dates.											
Alabama—(\$15,42,000):						War Loan Bonds, 1863, tax free	1,002,000	6 "	'86-'96		
" Bonds (old and extended), 1866 and '72		2,552,800	5 May & Nov.	'86-'92	59	War Loan Bonds, 1864, tax free	684,400	6 "	'97-'02		
" Bonds (new), 1866-'68 and '72		2,386,000	6 Jan. & July	'86-'92	83	New York—(\$33,121,600):					
" Railroad Aid Bonds, 1870 and '71		2,620,000	6 "	'90-'91		General Fund Stock	900,000	5 J. A. J. & O.	1875		
" Railroad Bonds endorsed, 1870 and '71		13,600,000	8 "	'90-'91		General Fund Stock	800,000	6 "	1875		
Arkansas—(\$8,000,000):						General Fund Stock	348,107	5 "	pleas.		
" Funded Bonds, 1869 and '70		2,850,000	6 Jan. & July	'90-'90	39	Canal Stock	1,189,780	6 "	pleas.		
" Levee Bonds, 1871		2,185,000	7 "	1891		Canal Stock	1,108,420	5 "	1874		
" Deficiency Bonds, 1872		300,000	7 "	1882		Canal Stock	7,408,000	6 "	'72-'73	105 ^{1/2}	
" Railroad Aid Bonds, 1869 '70 and '71		5,465,000	7 April & Oct.	'89-'91		Canal Stock	2,572,000	6 "	'74-'75	106	
California—(\$3,31,500):						Bounty Loan Bonds, 1867, registered	880,000	6 "	1877		
" Civil Bonds 1857 and '60		2,108,000	7 Jan. & July	'77-'80		Bounty Loan Bonds, 1867, coupon	20,675,000	7 Jan. & July	1877	106 ^{1/2}	
" Bounty and Relief Bonds, 1863 and '64		954,500	7 "	'83-'85		North Carolina—(\$29,900,045):					
" State Capital Bonds, 1871		250,000	7 "	1891		State (old) Bonds 1848 to 1860	4,738,000	6 Jan. & July	'72-'92	31 ^{1/2}	
Connecticut—(\$5,787,500):						State (old) Bonds 1848 to 1860	8,639,000	6 April & Oct.	'72-'92		
" War Loan, July 1, 1861, (10-20s)		706,700	6 Jan. & July	1871		State (new) Bonds, 1867 to 1870	3,009,045	6 Jan. & July	'92-'98	16 ^{1/2}	
" War Loan, Jan. 1863 and '64 (20s)		2,836,000	6 "	'83-'84	99	Funding (Debt) Bonds, 1866	1,859,000	6 April & Oct.	'92-'98		
" War Loan, Oct. 1, 1864 (10-30s)		935,500	6 April & Oct.	1874		Funding (Interest) Bonds 1868	2,417,400	6 Jan. & July	1890	27	
Florida—(\$5,728,865):						Special Tax Bonds	1,821,400	6 April & Oct.	1878	25	
" Convention Bonds 1868		30,000	8 April & Oct.	1888		Ohio—(\$9,022,721):					
" Bonds, 1868-'69		191,000	8 Various	'98-'99		Loan of 1860 Bonds, skg f'd.	882,894	6 Jan. & July	1870		
" Bonds, 1871		210,000	7 Various	1901		Loan of 1850 Bonds, skg f'd.	1,600,000	6 "	1875	99 ^{1/2}	
" Loan to Jack, Pensa., & Mob. R. R., 1870		4,000,000	8 Jan. & July	1900		Loan of 1860 Bonds, skg f'd.	1,495,309	6 "	1881	106 ^{1/2}	
Georgia—(\$10,494,500):						Loan of 1856 Bonds, skg f'd.	2,400,000	6 "	1886	108	
" Bonds for W. & A. T. R. R. 1842, '43, '44 & '48		866,000	6 Various	'72-'74		Oregon—(\$20,527):					
" Bonds for W. & A. T. R. R. 1842 and 1848		276,500	7 Various	'72-'74		Bounty and Relief Bonds of 1864	90,527	7 Jan. & July	'74-'84		
" Bonds for At&Gulf R. R., '58-'59, '60 & '61		600,000	8 Feb. & Aug.	'78-'81		Williamette Canal & Lock Bonds of 1870	200,000	7 "	1890		
" Bonds for At&Gulf R. R., 1866		200,000	6 "	'81-'86		Loan of Feb. 1867 (6-10s)	92,850	5 Feb. & Aug.	'72-'77		
" Bonds of Act of March 12, 1866		3,900,000	7 Jan. & July	1886		Loan of Feb. 1867 (5-10s)	3,786,560	6 "	'72-'77	102 ^{1/2}	
" Bonds of Acts of Sept. and Oct. 1870		4,880,000	7 Various	1890	89	Loan of Feb. 1867 (6-10s)	90,400	5 "	'77-'82		
" Railroad endorsements, to July 1872		12,000,000	7 Various	'90-'92	84	Loan of Feb. 1867 (10-15s)	7,890,550	6 "	'77-'82	107 ^{1/2}	
Illinois—(\$2,133,634):						Loan of Feb. 1867 (15-25s)	723,960	5 "	'82-'92		
" Interest Bond, inscribed stock, 1847		971,834	6 Jan. & July	1878		Loan of Feb. 1867 (15-25s)	9,271,860	6 April & Oct.	'82-'92	100 ^{1/2}	
" Refunded Stock Bonds, 1859		848,000	6 "	'77-'78		Inclined Plane Loan, of April 1849	400,000	6 April & Oct.	1879		
" Thornton Loan Bonds, 1861		102,000	6 "	1880		State Stocks (old)	1,997,060	6 Feb. & Aug.	1871		
" War Loan Bonds, 1861		417,000	6 "	1880		State Stocks (old)	5 "				
" Chicago Relieve Bonds, 1871		250,000	6 May & Nov.	1881		(old)	5 "				
Kansas—(\$1,336,675):						(old)	5 "				
" State Bonds (various) 1863 to 1864		110,875	6 Jan. & July	'83-'84		Rhode Island—(\$2,770,000):					
" State Bonds (various) 1861 to 1869		1,226,000	7 "	'76-'89		War Bonds of Aug. 1862	1,049,000	6 Mar. & Sept.	1882	99 ^{1/2}	
Kentucky—(\$2,750,510):						of Jan. 1863	200,000	6 April & Oct.	1883		
" State Bonds 1838 and '43		160,000	5 Mar. & Sept.	1873		of June 1863	602,000	6 Jan. & July	1893		
" State Bonds, 1840 to 1851		683,000	5 April & Oct.	'71-'72		of May 1864	829,000	6 Feb. & Aug.	1894		
" Military Bonds, 1864 (15 or 30 yrs.)		309,000	6 Various	'79-'94		South Carolina—(\$15,857,327):					
Louisiana—(\$21,214,800):						State House, Stock and Bonds '63-'66	1,233,188	6 Jan. & July	'71-'90		
" State Bonds, to R. R. Co's, 1840 to 1866		1,830,000	6 Various	'93-'98	72	Funding Stocks & Bonds '66-'69	1,760,000	6 April & Oct.	1888	27	
" Deficiency (Treasury) Bonds 1853		750,000	6 Jan. & July	1893		Blue Ridge R. R. Bonds 1854	2,262,714	6 Jan. & July	'87-'97	20	
" Funded coupons (new) 1866-'68		997,000	6 "	'86-'88		Conversion Bonds 1869	889,000	7 "	1888		
" Levee Bonds 1867		4,000,000	6 May & Nov.	1907		7,371,700	6 Jan. & July	'74-'78	1888		
" 1868		1,000,000	6 Various	1886		500,000	6 April & Oct.	1899			
" 1870		3,000,000	8 Mar. & Sept.	1876		Tennessee—(\$30,052,156):					
" Funded Floating Debt 1870		3,000,000	8 May & Nov.	1870		Railroad Loan Bonds	31,300,417	6 Jan. & July	long.	79 ^{1/2}	
" Penitentiary Bonds, 1869		500,000	7 Mar. & Sept.	1899		State Bonds (direct)	4,819,544	6 April & Oct.	"	</td	

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Adirondack:												
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	---	Brunswick and Albany:					
Alabama Central:	1,600,000	8	Jan. & July.	New York.	1901	---	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908
1st Mortgage.....							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893
Alabama and Chattanooga:							Buffalo, Bradford and Pittsburg:					
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	---	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896
2d Mortgage	9,000pm	8	" " "	"	1889	---	Buffalo, Corry and Pittsburg:	700,000	7	March & Sept.	New York.	1886
Alabama and Georgia:							Buffalo, New York and Erie:	2,000,000	7	June & Dec.	New York.	1877
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	---	Buffalo, New York & Phila.:	3,000,000	6	Jan. & July.	New York.	1896
Alabama and Susquehanna:							1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98	1st Mortgage coin or stg skg'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899
2d Mortgage.....	2,000,000	7	April & Oct.	"	1888	96	Burlington and Missouri River:					
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92	Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893
Albany Loan	1,000,000	6	" "	Albany.	1895	---	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875
Alexandria and Fredericksburg:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	"	1878
1st Mortgage.....	1,000,000	7	June & Dec	New York.	1896	---	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879
Allegheny Valley:							Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	91	Stock (common) Bonds.....	1,377,840	8	" "	"	1899
Special Mortgage to Penn....	3,500,000	5	-----	Harrisburg.	-----	87	Burlington & Mo. Riv. in Neb.:					
Androscoggin:							1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.	1894
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	---	Burlington and Southwestern:					
Arkansas Central (narrow gauge):							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	Cairo and Fulton (Arkansas):					
Atchison and Nebraska:							1st Mort. (R.R. & lands) S. gold	8,000,000	7*	Jan. & July.	New York.	1891
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	---	Cairo and St. Louis (3 ft. gauge):					
Atchison, Topeka and Santa Fe:							1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87	Cairo and Vincennes:					
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	"	1902	---	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901
Atlanta and Richmond Air Line:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88	Camden and Atlantic:					
Atlantic and Great Western:							1st Mortgage of 1868.....	490,000	7	Jan. & July.	Camden.	1873
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	---	2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	---	Camden and Burlington County:					
3d Mortgage (gold) Income.....	28,000,000	7*	May & Nov.	"	1902	---	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	170-177
Atlantic and Gulf:							Canada, Michigan and Chicago:					
Consolidated(285 m.)free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	---	1st Mort. (R.R. & lands) S. gold	8,000,000	7*	Jan. & July.	New York.	1906
Sectional (S.A. & G. R. R.) bonds	310,000	7	" "	var.		---	Carthage & Burlington(C.B. & Q.):					
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	---	1st Mortgage, guar. and tax free.....	600,000	8	May & Nov.	New York.	1879
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	"	1889	---	Catawissa:					
Atlantic and Lake Erie:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	New York.	1882
1st Mort. (gold) for \$5,000,000.....		7*	Jan. & July.	New York.	1901	---	1st Mortgage (new).....	1,300,000	7	Feb. & Aug.	Philadelphia.	1900
Atlantic, Miss and Ohio (428 m.):							Chattel Mortgage.....	168,360	10	" "	"	'80-'89
1st Mortgage for \$15,000,000.....		7	Jan. & July.	New York.	1901	---	Cazenovia and Canastota:					
Atlantic and North Carolina:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	---	Cedar Falls and Minnesota(Ia. C.):					
Atlantic and Pacific:							1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	---	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	"	1907
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	"	1898	---	Cedar Rapids & Mo. Riv. (C&N.W.):					
Atlantic and St. Lawrence:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891
1st Mortgage (sterling) of 1853.....	484,000	6*	May & Nov.	London.	1878	---	1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	"	87
2d Mortgage (sterling) of 1864.....	1,499,966	6*	April & Oct.	"	1884	---	1st Mortgage 3d Div. \$16,000 p.m.	2,382,000	7	May & Nov.	"	87
3d Mortgage (sterling) of 1871.....	712,932	6*	May & Nov.	"	1891	---	Central Branch Union Pacific:					
Bald Eagle Valley:							1st Mort. (Atch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.	1895
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	---	2d Mortgage Governor's subsidy.....	1,600,000	6	Jan. & July.	"	1895
2d Mortgage.....	100,000	7	" "	"	1884	---	Central of Georgia:					
Baltimore and Ohio:							1st Mortgage.....	789,000	7	March & Sept.	New York.	1875
Loan of 1855-'75.....	863,250	6	Jan. & July.	Baltimore.	1875	97	Central of Iowa:					
Loan of 1850-'80.....	579,500	6	" "	"	1880	97	1st Mortgage, gold, \$16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899
Loan of 1853-'55.....	1,710,500	6	April & Oct.	"	1885	96	2d Mortgage, gold, \$4,000 p.m.	812,000	7	April & Oct.	"	1901
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	96	Central of New Jersey:					
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	95	2d (now 1st) Mortgage (balance).....	170,000	7	May & Nov.	New York.	1875
2d Mort. (N.W. Va. R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	New Mortgage for \$5,000,000.....	4,824,000	7	Feb. & Aug.	"	1900
3d Mort. (N.W. Va. R.R.)assumed	140,000	6	" "	"	1891	92	Loan of Leht. & Nav. Co.(as'ld)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897
Baltimore and Potomac:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890
1st Mort. (Funnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	---	Central Pacific of California:					
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	---	1st Mortgage, 30 years bonds,gold	25,885,000	6*	Jan. & July.	New York.	'95-'99
Bangor and Placentia:							Convertible 20 years bonds, gold	1,500,000	7*	" "	"	1883
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1890	---	State Aid Bd's(1st by State)gold	1,500,000	7*	" "	"	1885
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1891	---	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	"	1899
Bay City and East Saginaw:							1st Mort. (S. Calif. & Oregon) gold	6,000,000	6*	" "	"	'89-'91
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	---	1st Mort. (S. Fr., Okld & Ala.) gold	1,500,000	5*	" "	"	San Francisco
Bedford and Bridgeport:							1st Mort. San Joaquin V.D. gold	6,000,000	6*	April & Oct.	New York.	1900
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	---	Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	"	1900
Belfast and Moosehead Lake:							Charleston and Savannah:					
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	---	1st Mortgage, guar. by S. Car....	506,000	6	March & Sept.	Charleston.	1877
Belleville and Southern Illinois:							Funded Interest on 1st Mort....	157,490	7	" "	"	1889
1st Mort. guar. by St.L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1890	95	Charlotte, Columbia & Augusta:					
Beloit and Madison (C. & N.W.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	---	Chartiers:					
Belvidere Delaware:							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901
1st Mortgage (guar. by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888
2d Mortgage { A. Co. and	495,500	6	March & Sept.	Princeton.	1885	84	2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888
3d Mortgage { Penn. R. R. Co. }	745,000	6	Feb. & Aug.	"	1887	84	Cheraw and Salisbury:					
Blue Ridge, (S. Car.):							1st Mortgage for \$250,000.....	8	Jan. & July.	Charleston.	1891	
1st Mortgage guar. by State gold	4,000,000	7*	Jan. & July.	Charleston.	1898	---	Cherokee:					
Boston and Albany:							1st Mort. guar. by Ga. \$12,500p.m.	-----	7	June & Dec.	Atlanta.	1891
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105	Cheraw and Darlington:					
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888
1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	77	2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888
1st Mortgage (Equalization).....	245,000	7	" "	"	1889	90	Cheraw and Salisbury:					
1st Mortgage (consolidated).....	163,000	7	" "	"	1890	85	1st Mortgage for \$250,000.....	-----	8	Jan. & July.	Charleston.	1891
Equipment M. mortgage.....	100,000	8	April & Oct.	"	1881	95	Cherokee:					
Boston, Concord and Montreal:							1st Mort. guar. by Ga. \$12,500p.m.	-----	7	June & Dec.	Atlanta.	1891
Sinking Fund (consolidated)....	624,000	6	Jan. & July.	Boston.	1889	93	Cherry Valley, Sharon & Albany:					
1st Mortgage (71 m.).....	76,000	6	Feb. & Aug.	New York.	1865	---	1st Mort. con. guar. by A. & S. Co.	300,000	7			

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La. F.):	\$500,000	7	June & Dec.	New York	1892	....
1st Mort. for \$1,000,000 skg fund	\$.....	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	"77-'87	....
Chester and Tamaoa:							2d Mortgage guaranteed.....						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:	1,800,000	7*	June & Dec.	New York	1921	....
Chester Valley:							1st Mortgage gold, guar.....						
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:	1,067,421	7	June & Dec.	New York	1890	79
Chicago and Alton:							1st Mortgage (C. S. & C.).....	988,000	6	Feb. & Aug.	Boston	1909	74
1st Mortgage pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102	1st Mort. (San. Day. & Cin.) S.F.	350,000	7	March & Sept.	"	1877	90
1st Mortgage.....	2,406,000	7	Jan. & July.	"	1893	103	1st Mort. (San. City and Ind.).....						
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	97	Cincinnati and Springfield:						
1st Mort. (St.L.J. & C.) assumed	564,000	7	"	"	1894	94	1st Mortgage for \$2,000,000 (guar)						
2d Mort. (" " " " " " " ")	188,000	7	Jan. & July.	"	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000						
Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	110	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage for \$16,000 p. m.						
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	"	1890	....	Clev., Col., Cin. & Indianapolis:	2,064,000	7	May & Nov.	New York	1899	103
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	325,000	7	June & Dec.	"	"71-'84	....
Loan of 1872:	2,500,000	7	Jan. & July.	Boston.	1896	92	1st Mort. (C. U. and C. R. R.):	616,000	7	Jan. & July.	"	"70-'95	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	"	"	1878	....	1st Mort. (Bell. and Ind. R.R.):						
1st Mort. (Peo. & Han.) guar.	600,000	8	"	"	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):	650,000	7	Feb. & Aug.	New York	1878	....
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	"	1879	....	1st Mortgage 1853.....	487,900	8	March & Sept.	"	"1876	....
1st Mort. (Dix. Peo. Han.) guar.	800,000	8	Jan. & July.	"	1889	96	3d Mortgage (sinking fund) 1856	71,000	7	Jan & July.	"	"1873	....
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	"	1879	....	1st Mort. (Branch) 1863.....						
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	"	1890	100	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. & Fox Rv.) guar.	1,260,000	8	"	"	1890	100	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	"	1890	99	2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York	1873	100
Chicago, Cincinnati and Louisiv.:	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	"	"1875	100
1st Mortgage.....							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	"	"1892	85
Chicago, Clinton & Dubuque:	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	528,000	7	May & Nov.	"	"1900	97
1st Mort. guar. C. & B. & Q.:							Colebrookdale:	584,700	6	June & Dec.	Philadelphia	1893	....
Chicago, Danville and Vincennes:							1st Mort. guar. by Ph. and Rdg.	225,000	8	June & Dec.	Boston	1890	....
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:	1,500,000	7*	"	"	1912	....	1st Mortgage.....	15,344,750	7	April & Oct.	New York	1908	86
1st Mortgage guar. \$25,000 p. m.:	4,100,000	8	June & Dec.	Boston.	1896	78	2d Mortgage.....	3,679,900	7	Feb. & Aug.	"	"1909	73
Chicago and Illinois Southern:							Columbus, Springfield and Cin.:						
1st Mortgage for \$19,000 p. m.:							1st M. (assumed by Cinn. & O.):	1,000,000	7	March & Sept.	New York	1901	....
Chicago and Iowa:							Columbus and Hocking Valley:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York	1897	....
Chicago, Iowa and Nebraska:							1st Mortgage (Branch).....	300,000	7	Jan. & July.	"	"1880	....
2d Mort. (now 1st) guar. C. & N.W.:	592,000	7	Jan. & July.	Boston.	1880	....	General Mortgage.....	1,000,000	7	April & Oct.	"	"1891	....
3d Mort. (now 2d) guar. C. & N.W.:	218,000	7	Feb. & Aug.	New York.	1892	....	Columbus and Xenia:						
Chicago and Northwestern:							1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York	1890	....
Preferred sinking fund (193 m.):	1,245,500	7	Feb. & Aug.	New York.	1885	102	Connecticut and Passumpsic Riv.:						
Funded coupons (183 m.):	755,000	7	May & Nov.	"	1886	97	1st Mortgage.....	448,100	6	June & Dec.	Boston	1876	96
General 1st Mortgage (193 m.):	3,688,000	7	Feb. & Aug.	"	1885	100	1st Mortgage sinking fund.....	594,000	7	"	"	1876	100
Appleton Ext. (23 m. & 76,000 a.):	182,000	7	"	"	1885	....	Notes payable, conv. at par	400,000	6*	Jan. & July.	"	"1889	....
Green Bay Ext. (26m & 76,000 a.):	300,000	7	"	"	1885	....	1st Mort. (Massissippi) guar. gold						
Equipm't (Engs. & Cars \$400,000):	101,000	7	April & Oct.	"	1874	....	Connecticut River:	250,000	March & Sept.				
1st Mort. (Gal. & Chic. 248 m.):	1,785,000	7	Feb. & Aug.	"	1882	102	Connecticut Valley:	1,000,000	7	Jan. & July.	New York	1901	....
2d Mort. (Gal. & Chic. 248 m.):	948,000	7	May & Nov.	"	1875	98	1st Mortgage skg fund.....	2,008,500	7	Jan. & July.	Hartford	1890	....
Miss. Riv. Bridge (" " " " " " " ")	200,000	7	Jan. & July.	"	1884	....	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia	1,234	87
Elgin & State Line (" " " " " " " ")	135,000	7	"	"	1878	....	Connecting (Philadelphia):						
1st Mort. (Peninsula 79m. & land):	767,000	7	March & Sept.	F. M. A. & N.	1898	95	1st Mort. ABCD&E \$200,000 each	1,000,000	6	March & Sept.	New York	1889	....
Consol. skg fund (C. & N. W. R.Y.):	2,500,000	7	"	"	1915	91	Cooperstown and Susq. Valley:	100,000	7	March & Sept.	New York	1889	....
Equipm't (Eng & Cars \$2,750,000):	275,000	10	May & Nov.	"	1871	....	1st Mortgage.....	3,000,000	7*	Jan. & July.	"	"1888	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	"	"	1911	....	2d Mortgage.....	109,500	8	"	"	1884	....
1st Mort. (Menominee Exten.) gold.	2,700,000	7*	June & Dec.	"	1874	....	Plain bonds.....	81,500	6	Jan. & July.	"	"1884	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	"	1874	94	Danbury and Norwalk:						
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	"	1874	....	1st Mortgage of July 1, 1860.....	100,000	7	Jan. & July.	New York	1880	....
3d Mort. (" " " " " " " ")	10,500	7	June & Dec.	"	1874	....	1st Mortgage of July 1, 1870.....	200,000	7	"	"	1890	....
1st Mort. (Chi. & Mil. R.W.) guar.	1,136,000	7	Jan. & July.	"	1898	94	Danv. Hazleton & Wilkesbarre:						
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	"	"	1888	....	1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia	1887	80
Chicago & Northern Pac. Air. L.:							1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York	1890	....
1st Mort. (skg f'd gold \$25,000pm):							Dayton and Michigan (C.H. & D.):	2,733,000	7	Jan. & July.	New York	1884	....
Chicago & Mich. Lake Shore:							1st Mortgage sinking fund guar.....	642,000	7	March & Sept.	"	"1887	....
1st Mort. of Sept. 1, '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	77	2d Mortgage.....	700,000	7	April & Oct.	"	"1888	....
1st Mort. of Nov. 1, '71, \$16,000pm							3d Mortgage, guar.....	169,500	7	March & Sept.	"	"1888	....
Chicago, Omaha and St. Joseph:							Toledo Depot bonds guar.....						
1st Mortgage for \$8,000,000.....							Davenport and St. Paul:						
Chicago and Paducah (C. B. & Q.):							1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York	1890	....
1st Mortgage \$26,000 p. m. gold.							Dayton and Michigan (C.H. & D.):	2,733,000	7	Jan. & July.	New York	1884	....
Chi., Pekin & Southwicks (C.B. & Q.):							1st Mortgage sinking fund guar.....	642,000	7	March & Sept.	"	"1887	....
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	2d Mortgage.....	700,000	7	April & Oct.	"	"1888	....
Chicago, Rock Island and Pacific:							3d Mortgage, guar.....	169,500	7	March & Sept.	"	"1888	....
1st Mortgage (C. & R. I.) balance.....	104,000	7	Jan. & July.	New York.	1870	....	Toledo Depot bonds guar.....						
1st Mort. skg fund (C.R.I. & Pac.):	8,600,000	7	"	"	1896	103	Dayton and Union:						
Chi. & Southwicks' n(C.R.I. & Pac.):							1st Mortgage, registered.....	140,000	7	March & Sept.	New York	1879	....
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107	2d Mortgage.....	135,000	7	June & Dec.	"	"1879	....
1st Mort. gold, Atchison Br.	1,000,000	7*	June & Dec.	"	1901	....	Income Bonds.....	252,445	6	"	"	"1879	....
Chicago & Wisconsin Midland:							Dayton and Western (Pa. Co.):						
1st Mort. g'd skg fd for \$41,000,000							1st Mortgage.....	275,000	7	Jan. & July.	New York	1905	....
Chicago and Superior:							2d Mortgage.....	426,000	6	"	"	1905	....
1st Mortgage Mad. & Portage g'd	600,000	7*	April & Oct.	New York.	1900	....	1st Mortgage.....	500,000	8	March & Sept.	New York	1901	....
1st M. (Chi. & Sup.) g'd \$5,000,000							2d Mortgage.....	100,000	6	Jan. & July.	Philadelphia	1875	....
Chillicothe & Brunswick:							1st Mortgage.....	100,000	6	"	"	"1875	....
1st Mort. guar. by St. L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	2d						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Detroit, Eel River and Illinois:						Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	1st Mortgage	\$477,683	7	May & Nov.	Boston.	1891	
Detroit, Hillsdale and Indiana:						Frederick and Pennsylvania Line:	250,000	6*	April & Oct.	Baltimore.	1900	
1st Mort. \$16,000 p.m. guar.	1,170,000	8	June & Dec.	New York.	1890	1st Mortgage gold						
2d Mortgage	300,000	8	Jan. & July.	"	1891	Galema & Chic. Union (C&N.W.):	1,785,000	7	Feb. & Aug.	New York.	1882	
Detroit, Lansing & L. Michigan:						1st Mortgage	948,000	7	May & Nov.	"	102	
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	2d Mortgage	135,000	6	Jan. & July.	"	98	
Detroit and Milwaukee:						Elgin and State Line Purchase	200,000	7	"	"	1878	
1st Mortgage, (D. & M.R.Y.) conv.	2,500,000	8	May & Nov.	New York.	1876	Mississippi Bridge	681,000	7	Jan. & July.	Augusta.	1884	
2d Mortgage ("")	1,900,000	8	" "	"	Georgia (and Banking):	Company bonds (debentures)	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	Gilman, Clinton & Springfield:	1st Mortgage gold	1,900,000	8	Jan. & July.	"	1892	
2d Funded Coup. ("")	275,734	7	" "	"	2d Mortgage	226,500	7	Jan. & July.	New York.	1888		
Oakl. & Ottawa R.R. stg. bonds	150,867	6*	May & Nov.	London.	1873	Goshen and Deckertown:						
Oakl. & Ottawa R.R. cur. bonds	51,000	7	" "	New York.	1873	1st Mortgage	2,000,000	7*	Jan. & July.	New York.	1899	
Detr. & Pontiac R.R. bonds	250,000	7	" "	"	2d Mortgage	1,900,000	8	Jan. & July.	"	1899		
Detr. & Pontiac R.R. bonds	250,000	8	Feb. & Aug.	"	Grand Rapids & Indiana:	Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1899	
Detroit, Mon. & Toledo (L.S.H. & M.S.):					Equipment Bonds No. 2 £270,500	1,350,000	6*	"				
1st Mortgage Aug. 1, 1866	924,000	7	Feb. & Aug.	New York.	1876	Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	1899	
Dubuque and Sioux City:					1st Preference Bonds £2,838,335	14,191,975	5	Jan. & July.				
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	2d Preference Bonds £1,685,765	8,428,225	4*	"			
Dubuque Southwestern:					Provincial Debentu's £3,111,500	15,557,500				Ottawa.	1899	
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	Great Western of Canada:						
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	Perpetual Debenture Stock	227,273	5	Jan. & July.	London.	perp.		
Dunkirk, Warren and Pittsburg:					Common (Company) Bonds	1,384,117	4	"	"	"	"	
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	Common ("") Bonds	2,993,975	6	May & Nov.	"	12-73	
Dutchess and Columbia:					Common ("") Bonds	2,662,067	5	April & Oct.	"	"	"	
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	Common ("") Bonds	4,867	5	"	"	1881	
East Alabama and Cincinnati:					Common ("") Bonds	3,050,000	6	June & Dec.	"	"	1890	
1st Mort. end \$16,000 p.m. by Ala.					Greenville and Columbia:							
East Brandywine & Waynesburg:					1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86		
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	1st Mortgage not guaranteed	376,766	7	"	"	"	
2d Mortgage	35,000	8	" "	"	Hackensack & New York Ext.:	130,000	7	May & Nov.	New York.	1889		
East Pennsylvania (Ph. & Rdg.):					1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889		
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	1st Mortgage	675,000	7	May & Nov.	New York.	1898	
East Tenn. & Georgia (E.T.V. & G.):					2d Mortgage	125,000	7	Jan. & July.	"	96		
1st Mortgage	870,000	6	Jan. & July.	New York.	1886	Hannibal & Central Missouri:	1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890
East Tenn. & Vir. (E.T.V. & Ga.):					2d Mortgage	250,000	7	Feb. & Aug.	"	88		
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	Hannibal and St. Joseph:	Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77
East Tennessee, Virginia & Ga.:					Missouri State Loan	1,500,000	6	"	"	"	91	
1st Mort., skr fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	Six years Mortgage bonds (222m.)	5,31,000	10	"	"	"	
Easters (Mass.):					Five years notes (277 m.)	139,300	8	Various.	"	"	1874	
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	Fifteen years bonds (277 m.)	3,476,000	8	March & Sept.	"	1885	
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	1st Mort. (Q. & P. & M.R.R. 15 m.)	5,000,000	6	Feb. & Aug.	"	88	
1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July.	"	1st Mort. (K. City & Cam. R.R. 55m.)	1,200,000	10	Jan. & July.	"	99		
Loan of 1865-'86	160,000	6	April & Oct.	"	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	88		
Loan of 1868-'88	600,000	6	March & Sept.	"	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1898		
Loan of 1869-'89	1,000,000	6	May & Nov.	"	Harlem Extension:	1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	
Loan of 1872-'82	1,500,000	7		"	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883		
Eastern Shore (Md.):					1st Mortgage	550,000	6	Jan. & July.	Hartford.	1873		
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	1st Mortgage	481,000	7	Jan. & July.	Providence.	1876	
2d Mortgage	180,000	6	April & Oct.	"	1st Mort. (R. I. 26.32 m.) skr fund	1,674,500	7	"	Hartford.	1876		
Elizabethtown and Paducah:					1st Mort. Wayne & Monroe (P&PM):	1,000,000	8	Jan. & July.	New York.	1901		
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1900	1st Mortgage, tax free	200,000	7	April & Oct.	Boston.	1891	
Elmira and Williamsport (N.Cen.):					Holyoke and Westfield:	1st Mortgage	191,000	7	Jan. & July.	Brpt. & Bost.	1877	
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	sinking fund	100,000	7	"	"	1885	
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2d Mortgage	180,000	7	Feb. & Aug.	"	"	1889	
Erie Railway:					3d Mortgage of 1869	100,000	6	April & Oct.	Harrisburg & Lancaster:			
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Hartford.	1873	
2d Mortgage convertible	4,000,000	7	March & Sept.	"	1st Mortgage	550,000	6	Jan. & July.	Philadelphia.	1883		
3d Mortgage	6,000,000	7	" "	"	1st Mortgage	481,000	7	Jan. & July.	Hartford.	1876		
4th Mortgage convertible	4,441,000	7	April & Oct.	"	1st Mort. (Conn. 96.04 m.) skr f.d.	1,674,500	7	"	Providence.	1876		
5th Mortgage convertible	926,500	7	June & Dec.	"	1st Mort. Wayne & Monroe (P&PM):	1,000,000	8	Jan. & July.	Hartford.	1876		
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	"	1st Mortgage, tax free	200,000	7	April & Oct.	Boston.	1891		
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	Holyoke and Westfield:	1st Mortgage	191,000	7	Jan. & July.	New York.	1891
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	" "	"	1st Mortgage	100,000	7	Feb. & Aug.	"	"		
Erie and Louisville:					1st Mortgage	100,000	6	April & Oct.	Holyoke and Westfield:			
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	1st Mortgage	100,000	7	Jan. & July.	Holyoke and Westfield:		
Erie and Pittsburg (Penn.):					1st Mortgage	100,000	7	Feb. & Aug.	Holyoke and Westfield:			
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	1st Mortgage	100,000	7	April & Oct.	Holyoke and Westfield:		
2d Mortgage	115,200	7	March & Sept.	"	1st Mortgage	100,000	7	Jan. & July.	Holyoke and Westfield:			
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	"	1st Mortgage	100,000	7	Feb. & Aug.	Holyoke and Westfield:			
Equipment Mortgage	600,000	7	April & Oct.	"	1st Mortgage	100,000	7	April & Oct.	Holyoke and Westfield:			
European & N. American (Me.):					1st Mortgage	100,000	7	Jan. & July.	Holyoke and Westfield:			
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	1st Mortgage	100,000	7	Feb. & Aug.	Holyoke and Westfield:		
1st L.M. (& 1st m. 55, & 2d on 55m.)	2,000,000	6*	March & Sept.	"	1st Mortgage	100,000	7	April & Oct.	Holyoke and Westfield:			
Kewanee and Crawfordsville:					1st Mortgage	100,000	7	Jan. & July.	Holyoke and Westfield:			
1st Mortgage (main line) skr fund	1,004,000	7	Jan. & July.	New York.	1889	1st Mortgage	100,000	7	Feb. & Aug.	Holyoke and Westfield:		
1st Mortgage	150,000	7	March & Sept.	"	1st Mortgage	100,000	7	April & Oct.	Holyoke and Westfield:			
1st Mort. (Rockville Extension)	221,000	7	Jan. & July.	"	1st Mortgage	100,000	7	Jan. & July.	Holyoke and Westfield:			
Evansville, Henderson & Nashv.:					1st Mortgage	100,000	7	Feb. & Aug.	Holyoke and Westfield:			
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	1st Mortgage	100,000	7	April & Oct.	Holyoke and Westfield:		
Evansville, Terre Haute & Chi.:					1st Mortgage	100,000	7	Jan. & July.	Holyoke and Westfield:			
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	1st Mortgage	100,000	7	Feb. & Aug.	Holyoke and Westfield:		
Fall River, Warren & Providence:					1st Mortgage	100,000	7	April & Oct.	Holyoke and Westfield:			
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	1st Mortgage	100,000	7	Jan. & July.	Holyoke and Westfield:		
Flint and Pere Marquette:					1st Mortgage	100,000	7	Feb. & Aug.	Holyoke and Westfield:			
Land Mort. 1st series (55, 241 a.)	158,500	7	May & Nov.	New York.	1880	1st Mortgage	100,000	7	April & Oct.	Holyoke and Westfield:		
" 2d series (92, 748 a.)	221,000	7	Jan. & July.	"	1st Mortgage	100,000	7	Jan. & July.	Holyoke and Westfield:			
" 3d series (52, 691) x.f.	2,046,000	8	March & Sept.	"	1st Mortgage	100,000	7	Feb. & Aug.	Holyoke and Westfield:			
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	"	1st Mortgage	100,000	7	April & Oct.	Holyoke and Westfield:			
Construction Loan	165,000	8	" "	"	1st Mortgage	100,000	7	Jan. & July.	Holyoke and Westfield:			
Florida:					1st Mortgage	100,000	7	Feb. & Aug.	Holyoke and Westfield:			
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1899	1st Mortgage	100,000	7	April & Oct.	Holyoke and Westfield:		
Flushing & North Side (L. L.):					1st Mortgage	100,000	7	Jan. & July.	Holyoke and Westfield:			
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1890	1st Mortgage	100,000	7	Feb. & Aug.	Holyoke and Westfield:		
Fonda, Johnston & Gloversville:					1st Mortgage	100,000	7	April & Oct.	Holyoke and Westfield:			
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	1st Mortgage	100,000	7	Jan. & July.	Holyoke and Westfield:		
Fort Scott, Humboldt & Western:					1st Mortgage	100,0						

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Indianapolis, Cin. and Lafayette:						Lake Shore & Michigan So.:					
1st Mortgage(Ind. & Cin.) of 1858	\$1,589,500	7 April & Oct.	New York.	1888		Sinking Fund Oct. 1, 1869.....	\$1,800,000	7 April & Oct.	New York.	1879	
1st Mortgage(I. C. & L. F.) of 1867	2,770,000	7 Feb. & Aug.	"	1897		Consol. registered July 1, 1870.....	3,699,000	7 J. A. J. & O.	"	1890	96
1st Mortgage(") of 1869	1,566,000	7 June & Dec.	"	1899		Consel. coupon July 1, 1870.....	1,334,600	7 Jan. & July.	"	1890	101
Indiana & St. Louis:						Dividend (Lake Shore) Ap. 1, '69	1,500,000	7 April & Oct.	"	1890	96
1st Mortg.		7 Jan. & July.	New York.	1916		Sunbury July 1, 1864.....	500,000	7 Jan. & July.	"	1874	
1st Mortgage....	2,000,000	7 March & Sept.	"	1916		Reg. Jan. 1, 1865 C.P. & A.R.R.	1,000,000	7 "	"	1890	98
1st Mortgage....		7 April & Oct.	"	1916		3d Mort. Oct. 1, '67	1,000,000	7 April & Oct.	"	1892	93
2d Mortgage....	1,000,000	7 "	"	1900		1st Mort. (Junc.R.R.) Dec. 1, 1852	115,000	7 June & Dec.	"	1872	
Equipment Mortgage....	500,000	8 Jan. & July.	"	1881		Skg Fund July 1, 1855 C. & Tol.	2,014,000	7 Jan. & July.	"	1885	102
Iowa Eastern:						Mort. April 1, 1866	864,000	7 April & Oct.	"	1886	98
1st Mortgage gold....	14,000pm	7 Feb. & Aug.	New York.	1902		1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7 May & Nov.	"	1886	104
Iowa Falls & Sioux City (I.I.Cen.):	2,960,000	7 April & Oct.	New York.	1917		2d Mort. Oct. 31, 1857	2,668,000	7 "	"	1877	99
1st Mortgage guaranteed....						Mort. Nov. 1, 1858	100,000	7 May & Nov.	"	1873	
Iowa Midland (C. & N. W.):		8 Feb. & Aug.	New York.	1900	105	Mort. July 1, 1862 Buff. & Erie.	200,000	7 Jan. & July.	"	1882	98
1st Mort. \$16,000 guar....						Mort. Sept. 1, 1866	300,000	7 March & Sept.	"	1886	
Ironon (Penn.):						Mort. April 1, 1868	3,000,000	7 April & Oct.	"	1896	94
1st Mortgage....	100,000	7 May & Nov.	Philadelphia.	1875		1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7 Feb. & Aug.	"	1876	96
Ithaca and Athens:						1st Mort. Sept. 1, 1869 (K.W. & W.P.)	400,000	7 Jan. & July.	"	1870	
1st Mortgage gold, skg fund....	600,000	7 Jan. & July.	New York.	1890	99	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	7 "	"	1887	
Jackson, Lansing & Saginaw (M.C.):	1,495,000	8 Jan. & July.	New York.	1886	108	1st Mort. July '68 (Kal. Ail. & Gr. R.)	840,000	7 "	"	1888	95
1st Mortgage....	500,000	8 March & Sept.	"	1888		1st Mort. July 1, 1863 (J. & Frank.)	500,000	7 June & Dec.	"	1894	
1st Mortgage, Northern Ext.	940,000	8 May & Nov.	"	1890		2d Mort. Jun. 1, 1869	500,000	7 June & Dec.	"	1894	
Jacksonville, Pensac. and Mobile:						Lawrence (P. Ft. W. & Chi.):					
1st Mort. Florida State Loan g'd	4,000,000	8 Jan. & July.	New York.	1900		1st Mortgage, guaranteed.....	600,000	7 April & Oct.	Philadelphia.	1866	
Jamest'n & Frank. (L.S. & M.S.):						Leavenworth, Lawr. & N. West'n:					
1st Mortgage guaranteed....	496,000	7 Jan. & July.	New York.	1897		1st Mort. guar. by Pac. of Mo.	356,000	7 Feb. & Aug.	New York.	1869	
2d Mortgage guaranteed....	500,000	7 June & Dec.	"	1894		Leaven, Lawrence & Galveston:	5,000,000	10 Jan. & July.	N. Y. & Bost.	1869	77
Jefferson (Erie):						1st Mort. skg fund conv. gold....					
1st Mort. (Hawley Section)....	206,000	7 Jan. & July.	New York.	1887		Lehigh and Lackawanna:					
2d Mort. ("")	94,000	7 " "	"	1889		1st Mortgage tax free.....	300,000	7 Feb. & Aug.	Philadelphia.	1897	
1st Mort. (Carbondale Section)....	2,000,000	7 " "	"	1889		Lehigh Valley:					
Jeffersonville, Madison & Indian:						1st Mortgage (old loan).....	902,000	6 May & Nov.	Philadelphia.	1878	101
1st Mortgage consol.	2,089,000	7 April & Oct.	New York.	1906		1st Mortgage (new loan) tax free	3,546,000	6 June & Dec.	"	1896	97
2d Mortgage consol.	2,000,000	7 Jan. & July.	"	1910		2d Mortgage for \$6,000,000	4,712,000	7 March & Sept.	"	1910	104
1st Mortgage (Jeffersonville R.R.):	397,000	7 May & Nov.	"	1882		Lexington & St. Louis (P. of Mo.):	1,000,000	6 June & Dec.	New York.	1890	
Joliet and Chicago (C. & Alton):	345,000	7 April & Oct.	"	1873		Little Miami:					
1st Mortgage skg fund guar....	500,000	8 Jan. & July.	New York.	1882	96	1st Mortgage.....	1,474,000	6 May & Nov.	New York.	1883	
Joliet & Northern Ind. (Mich. C.):						Street Connection Bonds.....	500,000	8 Jan. & July.	"	1894	
1st Mortgage, guaranteed....	800,000	8 Jan. & July.	New York.	1874		Little Rock and Fort Smith:					
Junction (Cin. & Indianapolis):						1st Mortgage gold.....	5,000,000	8 Jan. & July.	N. Y. & Bost.	1900	31
1st Mortgage....	1,200,000	7 Jan. & July.	New York.	1885		Land Grant sinking fund....	5,000,000	7 April & Oct.	"	1900	25
2d Mortgage....	798,000	7 March & Sept.	"	1893		Little Schuylkill (Phila. & Edg.):	771,500	7 April & Oct.	Philadelphia.	1877	99
1st Mortgage (Newcastle Br.):	250,000	7 June & Dec.	"	1884		Logansport, Crawf. & S'wstn Ind.:	1,500,000	8 F. M. & A. N.	New York.	1900	99
Junction, Philadelphia:						1st Mortgage gold.....	200,000	6 Jan. & July.	New York.	1889	
1st Mortgage, guaranteed....	500,000	6 Jan. & July.	Philadelphia.	1882		Long Br. and Sea Shore (N.J. So.):	3,500,000	7 June & Dec.	New York.	1892	95
2d Mortgage not guaranteed....	300,000	6 April & Oct.	"	1900		Long Dock (Erie):					
Junction and Breakwater:						1st Mortgage guaranteed.....	3,500,000	7 June & Dec.	New York.	1892	
1st Mort. guar. by Delaware....	400,000	6 Jan. & July.	New York.	1890		Long Island:					
Kalamazoo, Allegan & Gr. Rapids:	840,000	8 Jan. & July.	New York.	1888	95	1st Mortgage main line.....	500,000	6 Jan. & July.	New York.	1875	92
1st Mort. assumed by L.S. & M.S.:	100,000	8 Jan. & July.	New York.	1887		1st Mortgage (Extension).....	175,000	7 Feb. & Aug.	"	1890	
Kalamazoo and Schoolcraft:						1st Mortgage (Glen Cove Br.):	150,000	8 May & Nov.	"	1893	
1st Mort. assumed by L.S. & M.S.:	640,000	8 May & Nov.	Boston.	1889	100	General Mortgage.....	775,000	7 "	"	1899	
Kalamazoo, & S. Haven (M. Cen.):						1st Mortgage.....	4,300,000	7 Feb. & Aug.	New York.	1900	
Kalamazoo & White Pigeon:						Louisville & Miss. Riv. (Ch. & Al.):					
1st Mort. assumed by L.S. & M.S.:	400,000	7 Jan. & July.	New York.	1890		1st Mortgage.....	4,300,000	7 Feb. & Aug.	New York.	1900	
Kan. City, St. Jo. & Coun. Bluffs:						Louisville, Cincinnati and Lexington:					
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7 Jan. & July.	N. Y. & Bost.	1888		1st Mortgage for Cincinnati Br.	3,000,000	7 Jan. & July.	New York.	1897	
2d Mort. ("")	150,000	10 " "	"	1878		2d Mortgage for \$1,000,000	345,000	8 April & Oct.	"	1900	
1st Mort. (St. Jo. & C.B. 75 m. cvt. fr.):	1,400,000	10 March & Sept.	"	1892		Louisville and Nashville:					
2d Mort. ("")	539,500	8 June & Dec.	"	1874		1st Mortgage (main line 185 m.):	554,000	7 Jan. & July.	New York.	173-'76	91
1st Mort. (Mo. Valley 130 m.)	1,500,000	7 Feb. & Aug.	New York.	1893		1st Mortgage (Mem Br. 46.37m.):	139,000	7 May & Nov.	"	172-'75	
1st Mort. ("")	1,000,000	7 " "	"	1893		1st Mort. (Leb. Br. Ext. 73.2m.):	88,000	7 "	"	80-'85	
Consolidated Mort. (260m. conv.)	687,000	8 March & Sept.	"	1892		Consol. M. for \$6,000,000 (392 m.):	6,647,000	7 April & Oct.	"	1898	92
Kansas City & Santa Fe (LL & G.):						Louisiv., N. Al. & St. Lo. Air-Line					
1st Mortgage guar. by Lessees....	2,000,000	10 May & Nov.	Boston.	1900		1st Mortgage gold, \$25,000 p. m.	2,875,000	7 " & —	New York.	1901	
Kansas Pacific:						Macon and Augusta:					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6 Feb. & Aug.	N. Y. & St. Lo.	1895	85	1st Mortgage end by State of Ga.	870,000	7 Jan. & July.	New York.	1888-'91	
1st Mort. (2d Div. 258.94 m. & 6.6m.)	4,063,000	6 June & Dec.	"	1896	86	1st Mortgage not guaranteed	100,000	7 "	"	1890	
1st Mortgage (1,000,000 acres)....	6,500,000	7 May & Nov.	N. Y. & Lond.	1899	102	Macon and Brunswick:					
1st Mortgage (2,000,000 acres)....	216,000	7 March & Sept.	N. Y. & St. Lo.	1876		1st Mort. endorsed by Ga.	1,900,000	7 Jan. & July.	New York.	1877	
1st Mort. (Leavenworth Branch)....	1,389,000	7 May & Nov.	N. Y. & Lond.	1880		1st Mort.	690,000	7 May & Nov.	"	1900	
2d Mortgage (Gov't Subsidy)....	600,000	7 Jan. & July.	N. Y. & St. Lo.	1896	86	2d Mortgage.....	1,100,000	7 April & Oct.	"	1883	
3d Mortgage (Income)....	6,303,000	6 U. S. Treas.	"	1877	86	Equipment Mortgage.....	150,000	7 "	"	1879	
Kent County (Del.):						Macon and Western:					
1st Mortgage for \$600,000....	400,000	6 Jan. & July.	Philadelphia.	1890	86	1st Mortgage of Oct. 1870.....	150,000	7 April & Oct.	"	1880	
Kentucky Central:						Maine Central:					
1st Mortgage (Cov. & Lex.) 1852.	123,000	7 March & Sept.	New York.	1872		Consolidated Mort. for \$7,500,000	3,000,000	7 April & Oct.	Boston.	1912	100
2d Mortgage ("") 1853.	844,000	7 " "	"	1883		\$1,100,000 Loan, tax free.....	746,300	7 Jan. & July.	"	1898	94
3d Mortgage (Kent. Cen.) 1855.	237,000	7 June & Dec.	"	1885		Bangor (P. & K.) Loan.....	514,000	6 April & Oct.	"	1875	
Keokuk, Iowa C. & Minn. (TW & W.):						Extension (gold) Loan.....	491,000	6 "	"	1900	
1st Mort. gold conv. traffic guar.	20,000pm	7* Jan. & July.	New York.	1892		\$1,100,000 (A. & Ken.) Loan.....	1,100,000	8 Feb. & Aug.	"	'90-'91	
Keokuk and St. Paul (C. & Q.):						1st Mortgage (Ken. & P.)	217,500	6 April & Oct.	Augusta.	1886	
1st Mortgage traffic guar.	1,000,000	8 April & Oct.	Boston.	1879	96	Consolidated (P. & K.) Loan.....	1,149,300	6 April & Oct.	Boston.	1896	
Lackawanna & Bloomsb. (DL & W.):						1st Mortgage (S. & K.)	300,000	6 June & Dec.	"	1874	
1st Mortg.	900,000	7 Jan. & July.	New York.	1875		2d Mortgage ("")	260,000	6 "	"	1876	
1st Mortg. (Extension)....	400,000	7 March & Sept.	"	1885		1st Mortgage (L. & F.)	633,000	6 Jan. & July.	"	1901	
2d Mortg....	500,000	7 April & Oct.	"	1880		Bath (Androscoggin) Loan.....	425,000	6 "	"	1891	
2d Mortgage (Extension)....	200,000	7 May & Nov.	"	1890		1st Mortgage, guaranteed.....	300,000	7 Jan. & July.	Boston.	1880	99
Income Mortgage....	2,000,000	7 Jan. & July.	"	1881		Marieetta and Cincinnati:					
La Crosse, Trempealeau & Prescott:						1st Mortgage, Sterling.....	1,050,000	7* Feb. & Aug.	London.	1891	
1st Mort. assumed by C. & N. W.:	1,000,000	10 — & —	New York.	1877		1st Mortgage Dollar.....	2,450,000	7 " "	Baltimore.	1891	90

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.	
			When.	Where.						When.	Where.
Maryland and Delaware:							Nashville and Chattanooga:				
1st Mortgage.....	\$850,000	6 May & Nov.	Boston	1885	50		1st Mortgage, endorsed by Tenn.	\$1,546,000	6 Jan. & July.	New York	1890
2d Mortgage.....	150,000	6 June & Dec.	"	1889			Nashville and Decatur (L. & Nash.)	2,100,000	7 Jan. & July.	New York	1900
Massillon & Cleve. (C.M. V. & D.)	100,000	7* Jan. & July.	New York	1890	---		1st Mortgage sinking fund, guar.	500,000	6* April & Oct.	Nashville	1887
1st Mortgage guaranteed, gold..							2d Mortgage gold.....				
Maysville and Lexington:							Naugatuck:				
1st Mortgage.....	500,000	7 Jan. & July.	New York	1890	---		1st Mortgage.....	112,500	7 Jan. & July.	Bridgeport	1876
Memphis and Charleston:							Newark & New York (Cen. N.J.)				
1st Mortgage, Convertible.....	1,293,000	7 March & Sept.	New York	1880	86		1st Mortgage guar.....	600,000	7 Jan. & July.	New York	1891
2d Mortgage.....	1,000,000	7 Jan. & July.	"	1883			Newark, Somersett & Straitsville:				
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7* May & Nov.	New York	1889
1st Mortgage.....	1,300,000	8 May & Nov.	New York	1890	---		New Brunswick and Canada:				
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6* May & Nov.	London	1867
1st Mortgage (E.D.V.) \$15,000pm.							1st Mortgage for \$600,000.....		7 Jan. & July.	New York	1889
Michigan Central:							New H., Middletown & Williman:				
1st Mortgage, convertible.....	558,000	8 April & Oct.	New York	1882	---		1st Mortgage (coup. & reg.).....	3,000,000	7 May & Nov.	New York	1889
1st Mortgage, sinking fund conv.	2,204,000	8 " "	"	1882	116		New Haven & Northampton:				
Trust Mortgage for \$10,000,000.	4,500,000	7 May & Nov.	"	1902	99		1st Mortgage.....	1,000,000	7 Jan. & July.	N. Y. & N. H.	1899
1st Mort. (M. Air L. W.D.) ass'd	1,900,000	8 Jan. & July.	"	1890	106		Convertible.....	400,000	6 April & Oct.	"	1880
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8 " "	"	1886			Holyoke and Westfield bonds.....	2,000,000	7 " "	"	1891
2d Mort. (" ") guar.....	500,000	8 March & Sept.	"	1879	100		New Jersey See United Companys.				
1st Mort. (Kal. & So. Haw.) f. guar	640,000	8 May & Nov.	"	1889	100		New Jersey Midland (N.Y. & O.M.):				
2d Mort. (" ") guar..	70,000	8 " "	"	1889			1st Mortgage gold, guar.....	3,000,000	7* Feb. & Aug.	New York	1895
Michigan Lake Shore:							2d Mortgage currency.....	1,500,000	7 " "	"	1881
1st Mortgage.....	800,000	8 Jan. & July.	New York	1880	---		New Jersey Southern:				
Middletown, Unionv. & W. Gap(E):							1st Mortgage.....	2,000,000	7 May & Nov.	New York	1899
1st Mortgage tax free.....	225,000	7 May & Nov.	New York	1886	---		1st Mortgage (Tom's Riv. Br.):	120,000	7 March & Sept.	"	1888
Midland of Canada:							Income Mortgage.....	750,000	7 April & Oct.	"	1881
1st Mortgage sterling £235,000.	1,143,867	6* May & Nov.	London	1896	---		New Jersey West Line:				
Midland Pacific:							1st Mort. gold, for \$3,000,000.....		7* May & Nov.	New York	1900
1st Mortgage gold, tax free.....	1,100,000	7* Feb. & Aug.	New York	1899	---		New London Northern(Vt. Cen.):				
Milwaukee and St. Paul:							1st Mortgage.....	300,000	6 March & Sept.	New York	1885
1st Mortgage.....	5,502,000	7 Jan. & July.	New York	1893	92		1st Mortgage.....	200,000	7 Jan. & July.	"	1888
2d Mortgage.....	1,191,000	7 April & Oct.	"	1884	86		New Orleans, Jackson & Gt. North:				
1st Mortgage (E. Div. Palmer):	791,500	8 May & Nov.	"	1874	89		1st Mortgage 1856.....	3,000,000	8 Jan. & July.	New York	1886
1st Mort. (Iowa and Minn.).	3,793,000	7 Jan. & July.	"	1897	87		2d Mortgage 1860, for \$3,000,000..	2,000,000	8 April & Oct.	"	1890
1st Mortgage (Minn. Cent.).	207,000	7 " "	"	1870	90		Income Mortgage, 1870 gold.....	1,000,000	8* May & Nov.	"	1875
1st Mortgage (Iowa & Dak.).	1,008,000	7 " "	"	1870	86		N. Orleans Extension, 1870, gold	1,500,000	8* Jan. & July.	"	1890
1st Mortgage (P. du Chien). 2d Mortgage (P. du Chien):	3,674,000	8 Feb. & Aug.	"	1808	107		New Orleans, Mobile and Texas:				
	1,315,060	7.3 " "	"	1898	96		1st M.(N.OtoT 227 m)skg fd.	2,825,000	8 Jan. & July.	New York	1915
Milwaukee City Loan.	233,000	7 March & Sept.	"	1873	---		1st M.(")skg fd.	2,825,000	7 " "	N.Y. or Lond.	1915
1st Mort. (Milw. & Wtn.).	234,000	7 Jan. & July.	"	1891	---		2d Mortgage, endorsed by La.	2,825,000	8 " "	New York	1915
Real Estate Purchase.....	148,500	7					New York and Boston:				
Milw. Manitowoc & Green Bay:							1st Mortgage gold, for \$3,000,000.....		7* May & Nov.	N. Y. & N. O.	1889
1st Mortgage for \$2,500,000.							New York Central & Hudson R.:				
Milwaukee and Northern:							Debt Certif. (N. Y. Central):	5,936,626	6 May & Nov.	New York	1883
1st Mortgage for \$13,000 p.m.							Bonds for debts ass'd(N.Y.Cen.):	1,514,000	6 Feb. & Aug.	"	1876
Mineral Point:							Bonds for B. & N. S. (")	76,000	6 May & Nov.	"	1883
1st Mortgage, Dec. 21, 1868.	320,000	10 Jan. & July.	New York	1890	---		Bonds for R.R. stocks(")	592,000	6 " "	"	1883
Minneapolis & Duluth (L.S. & M.):	400,000	8* Jan. & July.	New York	1911	---		Bonds for real estate (")	162,000	6 " "	"	1883
1st Mortgage gold, guaranteed..	700,000	7* Jan. & July.	New York	1911	---		Bonds of 1854 renew'd(")	2,900,000	6 June & Dec.	"	1857
Minneapolis & St. L. (L.Sup. & M.):							1st Mort. (Hudson Riv.):	200,000	7 Feb. & Aug.	"	1870
1st Mortgage gold, guaranteed..							2d Mort. (")S. F.	1,894,000	7 June & Dec.	"	1885
Minnesota and North Western:							3d Mort. (")	180,000	7 May & Nov.	"	1875
1st Mort. gold, skg fd & tax free	20,000pm	7* Jan. & July.	New York	1895	---		Bonds of '71, tax free(N.Y.C. & H.):	1,950,000	7 April & Oct.	"	1891
Mississippi Central:							Consol. Mort. for \$40,000,000.....		7 " "	"	1902
1st Mortgage.....	1,354,000	7 May & Nov.	New York	'69-'71	---		1st Mortgage for \$500,000.....	101,000	7 Feb. & Aug.	New York	1889
2d Mortgage.....	2,000,000	8 Feb. & Aug.	"	1875	---		1st Mortgage of 1853.....	3,000,000	7 May & Nov.	New York	1873
General Mort. for \$8,000,000 gold		7* May & Nov.	"	1912	---		Consolidated mortgage of 1863.....	1,754,000	6 Feb. & Aug.	"	1893
Mississippi, Ouachita & Red Riv.:							Sinking Fund mortgage of 1861.....	111,850	7 Jan. & July.	"	1881
1st Mortgage gold.....	1,860,000	7* " "					Bonds of 1853, unsecured.....	106,000	7 " "	"	1873
1st Mort. Land Grant gold.	1,060,000	7* " "					N. York, Hudsonian & Northern:				
State (Ark.) subsidy \$10,000.p.m.	1,560,000	7 April & Oct.		1910	---		1st Mortgage for \$500,00.....	101,000	7 Feb. & Aug.	New York	1889
Mississippi and Tennessee:							1st Mortgage.....	1,050,500	7 April & Oct.	New York	1875
1st Mortgage of April 1, 1856.....	600,000	7 April & Oct.	New York	1876	---		1st Mortgage.....	3,000,000	7 May & Nov.	New York	1873
Consolidated Mort. Sept. of 1866.	1,181,600	8 Jan. & July.	"	181-93	---		1st Mortgage.....	1,754,000	6 Feb. & Aug.	"	1893
Mississippi Valley and Western:							1st Mortgage.....	111,850	7 Jan. & July.	"	1881
1st Mortgage \$20,000 p. m.							1st Mortgage.....	106,000	7 " "	"	1873
Missouri, Iowa and Nebraska:							New York, Providence & Boston:				
1st Mortgage gold, sinking fund.							1st Mortgage.....	132,000	6 Feb. & Aug.	New York	'73-'78
Missouri, Kansas and Texas:							Improvement Bonds.....	1'0,000	7 Jan. & July.	"	1876
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6* Jan. & July.	New York	1899	---		Extension Bonds.....	250,000	6 May & Nov.	"	'78-'81
1st Mort. (Tebu Neosho) S.F.g'd	2,000,000	7* June & Dec.	"	1903	---		General Mort. for \$1,000,000.....	732,000	7 " "	"	1899
Consol. Land Grant, skg fd gold	7,833,000	7* Feb. & Aug.	"	1904	---		N. York, West Shore & Chicago:				
Missouri River, Ft. Scott & Gulf:							1st Mortgage gold, \$35,000 p. m.		7* April & Oct.	New York	1902
1st Mortgage Land skg fd, tax fr.	5,000,000	10 Jan. & July.	New York	1899	96		1st Mortgage.....	500,000	7 Jan. & July.	New York	1890
2d Mortgage.....	2,000,000	10 April & Oct.	N. Y. & Bost.	74			1st Mortgage.....	414,350	6 March & Sept.	Boston	1854
Mobile and Girard:							1st Mortgage.....	906,000	8 Jan. & July.	New York	1877
1st Mortgage.....	377,500	7 Jan. & July.	New York	1876	---		1st Mortgage.....	157,000	7 " "	"	1877
2d Mortgage.....	300,000	7 " "	"	1889	---		2d Mortgage.....	458,000	8 " "	Norfolk	1893
Mobile and Montgomery:							North Eastern (S. Car.):				
1st Mortgage endor. by Ala. gold	2,500,000	8* May & Nov.	New York	1900	---		1st Mortgage of Sept. 1, 1869.....	820,000	7 March & Sept.	Charleston	1899
General Mort. by Ala. gold.....							2d Mortgage of Sept. 1, 1869.....	322,000	7 " "	"	1899
Interest bonds.....	6,000,000	6* May & Nov.	Mobile & Lond.	1882	---		North Pennsylvanian:				
Interest bonds.....	804,400	8 " "	Mobile	1877	---		1st Mortgage.....	2,225,000	6 Jan. & July.	Philadelphia	1885
Interest (sterling) bonds.....	371,800	8 " "	"	1883	---		2d Mortgage.....	1,358,500	7 May & Nov.	"	1890
2d Mort. (Income Liquidation):	755,040	6* " "	London	1883	---		Chattel Mortgage.....	360,000	10 April & Oct.	"	1877
Montclair (N. Y. & O. Mid.):	943,121	8 March.	Mobile	1877	---		North Shore (L. I.):				
1st Mortgage gold, guar.....	1,200,000	7* March & Sept.	New York	1898	---		1st Mortgage.....	135,000	7 Feb. & Aug.	New York	1887
2d Mortgage.....	400,000	7 " "	"	1900	---		1st Mortgage.....	1,500,000	6 J. A. J. & O.	Baltimore	1885
Income Mortgage.....	706,000	7 " "	"	1898	---		1st Mortgage, Md. State loan.....	2,500,000	6 Jan. & July.	"	1885
Montgomery and Eufala:							2d Mortgage skg fd.....	1,223,000	6 April & Oct.	"	92
1st Mortgage endor. by Ala. gold.	1,040,000	8* March & Sept.	New York	1886	---		3d Mortgage skg fd.....	500,000	6 Jan. & July.	"	89
1st Mortgage not endorsed.....	300,000	8 June & Dec.	"	1900	---		3d Mortgage(Y'k & Cumb.)guar.	2,298,000	6* " "	"	87
Monticello:							Consol. Mortgage gold.....	561,000	7 April & Oct.	"	91
1st Mortgage.....	420,000	8 April & Oct.	New York	1910	---		Income Mortgage conv.....	561,000	7 April & Oct.	"	880
Monticello and Fort Jervis:							1st Mortgage.....	106,200	6 April & Oct.	Boston	1874
1st Mortgage gold, tax free....	650,000	7 J. A. J. & O.	New York	1890	---		1st Mortgage.....	400,000	7 Jan. & July.	New York	1878
Morris and Essex (D. L. & W.):							1st Mortgage skg fd guar.....				
1st Mortgage sinking fund, guar.	5,000,000	7 March & Sept.	New York</								

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	
			When.	Where.	Due.					When.	Where.	Due.		
Northern Pacific:							Perkiomen (Phila. & Rdg):	\$619,000	6	April & Oct.	Philadelphia.	1897	\$5	
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....							
Norwich & Worcester(B.H. & E.):							Ferth Amboy & Woodbr.(C&A):	100,000	6	Feb. & Aug.	New York.	1874	...	
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	...	1st Mortgage.....	341,500	8	Jan. & July.	New York.	170-88	...	
Plain bonds.....	200,000	"	"	"	1874	...	Petersburg:							
Machine shop &c, bonds.....	150,000	7	"	"	1877	...	1st Mortgage (instalments).....							
Nyack and Northern:							Philadelphia and Baltimore Cent.:							
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Penn. Div. 38 1/2 m.):	800,000	7	Jan. & July.	Philadelphia.	1870	...	
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.):	300,000	6	April & Oct.	"	1891	...	
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	98	2d Mortgage (Pa. & Md. 46 m.):	400,000	7	Jan. & July.	"	1900	...	
Equipment Mortgage.....	200,000	8	"	"	1879	...	Philadelphia and Reading:							
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	...	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	80	
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	...	
1st Mortgage, (E. Div.):	2,050,000	7	Jan. & July.	New York.	1872	...	Mortgage Loan of 1857, conv.	96,000	6	"	"	1886	...	
1st Mortgage, (W. Div.):	850,000	7	"	"	1872	...	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	94 1/2	
3d Mortgage, (W. Div.):	534,000	7	"	"	1874	55 1/2	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	105	
Income Mort., (W. Div.):	221,500	7	April & Oct.	"	1882	...	Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	...	
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	92	Mortgage Loan of 1843 stg.....	976,800	6*	"	"	1880	...	
Consolidated Mort. (sterling):	101,850	7*	"	"	London.	1898	Mortgage Loan of 1836 stg.....	17,600	7*	"	"	74-77	...	
Oil Creek and Allegheny River:							Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	102	
1st Mortgage (O. C. R. R.):	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Consolidated (Dollar registered.....	3,414,000	7	"	"	1911	104	
1st Mortgage (War. & Fkin.):	590,000	7	April & Oct.	"	1882	82	Mortgage (Gold or stg coup.	7,000,000	6*	"	Phil. or Lond.	1911	...	
Consolidated Mortgage....	1,100,000	7	May & Nov.	"	1888	74	June 1, 1871. Gold or stg reg.	624,000	6*	"	"	1911	97 1/2	
Old Colony and Newport:							Dollar coupon.....	376,000	6	"	"	Philadelphia.	1911	...
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96	New deben. loan, conv.	2,305,630	7	Jan. & July.	"	1893	105	
Plain Bonds.....	485,000	6	April & Oct.	"	1875	93	Philadelphia, Wilmington & Balt.							
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102	Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111 1/2	
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95	
1st M. land grant, gold \$16,000pm			7.3	Jan. & July.	New York.	1901	...	Loan of 1867.....	1,000,000	6	"	"	1887	...
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):	330,300	7	April & Oct.	Philadelphia.	1900	...	
1st Mortgage \$20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87	1st Mortgage, guaranteed.....							
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):							
1st Mort. (Alex. to Gordonsville):	400,000	6	May & Nov.	New York.	1873	93	Conso. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75	
2d Mort. (Charlotte to Lynchb.):	1,155,500	6	Jan. & July.	"	1875	87 1/2	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	...	
2d Mort. "	595,000	8	May & Nov.	Richmond.	1873	95	1st Mort. (Ct. & New'k 33m) conv.	775,000	7	Jan. & July.	Philadelphia.	1890	...	
4th Mort. "	574,000	8	March & Sept.	Alexandria.	1880	80	Pittsburg & Connellsville:							
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80	1st Mortgage of 1868, tax free..	4,000,000	7	Jan. & July.	Baltimore.	1898	93	
Orange and Newark:							2d Mort. (Balt. Loan) of 1866....	1,000,000	6	"	"	1886	...	
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	...	1st Mort. (Turtle Cr. Div. 10 1/2 m.)	400,000	6	Feb. & Aug.	Pittsburg.	1889	...	
Osage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (6-20 years):	200,000	10	Jan. & July.	New York.	1888	...	1st Mortgage (Series A):	875,000	7	Jan. & July.	New York.	1912	108 1/2	
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B):	875,000	7	Feb. & Sept.	"	1912	...	
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	...	1st Mortgage (Series C):	875,000	7	March & Sept.	"	1912	...	
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D):	875,000	7	April & Oct.	"	1912	...	
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	...	1st Mortgage (Series E):	875,000	7	May & Nov.	"	1912	...	
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	...	1st Mortgage (Series F):	875,000	7	June & Dec.	"	1912	...	
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912	99	
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	...	2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	1912	...	
Ottawa, Oswego & Fox River:							2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912	...	
1st Mortgage guar. by C.B. & Q.:	1,200,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series K):	860,000	7	April & Oct.	"	1912	...	
Owensboro' and Russellville:							2d Mortgage (Series L):	860,000	7	May & Nov.	"	1912	...	
1st Mortgage for \$1,500,000....			8	Feb. & Aug.	New York.	1887	2d Mortgage (Series M):	860,000	7	June & Dec.	"	1912	95	
Pacific of Missouri (Atl. & Pac.):							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	...	
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	86	Bridge (O. & P. R. R.) bonds....	153,000	7	May & Nov.	"	1870	...	
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	79 1/2	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	101	
Income Bonds.....	1,500,000	7	"	"	1892	...	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	...	
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	...	Plymouth, Kankakee & Pacific:							
1st Mort. (Lex. & St. Louis) gold.....	1,000,000	6*	Jan. & July.	New York.	1887	...	1st Mortgage for \$3,000,000.....		7	Jan. & July.	"	1901	...	
Paducah and Memphis:							Port Huron & Lake Michigan:							
1st Mortgage gold for \$2,805,000.	500,000	7	April & Oct.	London.	1875	...	1st Mortgage gold, for \$1,800,000.		7*	May & Nov.	New York.	1880	80	
Panama:	1,071,000	7*	Feb. & Aug.	New York.	1892	...	Portland & Ogden (Me. & N. H.):							
1st Mortgage, stg £19,350.....	93,847	7*	April & Oct.	London.	1875	...	1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1900	...	
General Mortgage, stg £597,800.	3,869,330	7*	"	"	1897	...	Consol. Mort. gold, for \$3,300,000.		6*	May & Nov.	"	1901	...	
Paris and Decatur:							Portland and Odgenburg (Vt.):							
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	...	1st Mortgage gold, for \$2,300,000.....		6*	May & Nov.	Boston.	1901	...	
Paterson and Newark (Erie):							Portland and Oxford Central:							
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	...	1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	...	
Pekin, Line & Decatur (T.W. & W.):							Portland and Rochester:							
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mort. (Portland Loan) skg f'd.....	700,000	6	Jan. & July.	Portland.	1887	...	
Pemberton & Heights (U.C. of NJ.):							1st Mortgage (equal lien):	350,000	7	April & Oct.	Boston.	1887	...	
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	...	2d Mort. Sept. 1, 1871 for \$450,000.....		7	March & Sept.	"	1901	...	
Pemberton & N. York (N.J.S.):							Port Royal (S. C.):							
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	1890	...	1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	...
Peninsular Railway:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	May & Nov.	Philadelphia.	1882	...	
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	...	Poughkeepsie and Eastern:							
1st Mortgage gold (S.F.) 2d series	979,000	7*	"	"	1900	...	1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	...	
Pennsylvania:							Providence and Worcester:							
1st Mortgage (Harr. to Pbg.):	4,972,000	7	Jan. & July.	Philadelphia.	1880	99 1/2	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	...	
2d Mortgage ("")	2,584,000	6	April & Oct.	"	1875	97	1st Mortgage, guaranteed.....	850,000	7	March & Sept.	Columbia.	1884	...	
2d Mortgage ("") sig.	2,282,240	6*	"	"	1875	...	2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	...	
General Mortgage (coup. & reg.):	15,604,500	6	J. A. J. & O.	Philadelphia.	1910	91	Renselaer and Saratoga:							
State lien for \$17,500,000, skg f'd	5,758,905	6	April & Oct.	Harrisburg.	'72-'90	...	1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	...	
Pennsylvania Coal:							2d Mortgage.....	300,000	7	"	"	1880	...	
1st Mortgage.....	512,500	7	Feb. & Aug.	New York.	1881	...	3d Mortgage.....	150,000	7	"	"	1887	...	
Pennsylvania and Delaware:							1st Mortgage (Sam. & Whitech.):	300,000	7	"	"	1887	...	
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	...	1st Mort. (Sam. & Whitech.):	150,000	7	"	"	1887	...	
Income Mortgage.....	310,000	7	March & Sept.	"	1891	...	1st Mort. (Salem & Rutl.):	400,000	7	March & Sept.	New York.	1886	...	
Pennsylvania & New York (L.V.):	</													

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Rockford, R. Island & St. Louis:												
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	Sioux City and Pacific:					
Rome, Watertown & Ogdensburg:							1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898
1st Mortgage, (W.R.) skg Fund	700,000	7	March & Sept.	New York.	1880	....	Somerset (Me. Central):					
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	"	"72-'74		1st Mortgage gold.....	560,000	7	June & Dec.	Boston.	1891
Consolidated Mort. skg Fund..	824,500	7	" "	"	1891		South Carolina:					
Rondout and Oswego:							1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88
1st Mortgage, gold \$20,000 p.m.							1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88
Rutland (Verm. Con. & Can.):							Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66	Domestic (G) Bonds.....	342,500	7	Jan. & July.	"	'73-'74
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	77	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91
Saint Croix and Penobscot:							Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92
1st Mort. (Cal. & Baring).....	95,200	8	Jan. & July.	Calais, Me.	1879	....	Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74
2d Mort. (" ").....	17,500	6	" "	"	1879		South Florida:					
Calais Loan (Lewey's Island).....	130,000	8	June & Dec.	"	1876		1st M. endor. by State \$16,000 pm					
St. Joseph & Denver City:							South Georgia & Florida (A. & G.):					
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....	1st Mort. assumed by At&t. & Gulf	464,000	7	May & Nov.	New York.	1888
1st M. (W.D.) land grant, g'd tax fr	15,000pm	8*	" "	"	1900		2d Mort. " " "	200,000	7	" "	"	1889
St. Louis, Alton and Terre Haute:							South Mountain Iron (Cumb. Val.):					
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894		2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort., endor. by Ala. gold..	22,000 pm	8*	Jan. & July.	New York.	1890
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894		1st Mortgage gold, assumed.....	7,180,000	6*	Jan. & July.	New York.	1888
2d Mortgage Income (Series E).....	1,700,000	7	" "	"	1884	81	South Shore (Mass.):					
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894		1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880
St. Louis, Conn. Bienville & Omaha:							South Side (L.):					
1st Mortgage, gold \$16,000.....							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887
St. Louis and Iron Mountain:							South Side, Va. (A. M. & O.):					
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	95	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90
St. Louis, Jacksonville & Chic. (C.&A.):							2d preferred bonds.....	617,000	6	" "	"	'84-'90
1st Mortgage Mar. 16, 1864 guar.	2,920,000	7	April & Oct.	New York.	1894	90	3d preferred bonds.....	448,500	6	" "	"	'84-'90
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	"	1898		Southern Central:					
St. Louis, Kansas City & North...							1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900
1st Mortgage (late North Mo.):	6,000,000	7	Jan. & July.	New York.	1901	90	1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900
St. Louis, Lawr. & Denv. (Pacific):							2d Mortgage, land grant.....	3,600,000	8	April & Oct.	New York.	'78-'88
1st Mortgage gold, guaranteed.....	1,000,000	6*	Jan. & July.	New York.	1901		3d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890
St. Louis and South Eastern:							Southern (Cal.) Pacific:					
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894		1st Mortgage gold for \$28,000,000.	5,750,000	6*	....	
1st M. (Evans. D.) gold skg f'd, con.	1,000,000	7	" "	Pittsburg.	1896		Southern Pennsylvania:					
St. Louis and St. Joseph:							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893		2d Mortgage gold.....	88,000	7*	" "	"	1880
St. Louis, Van. & T. H. (T.H.L.):							South Western (Cen. of Ga.):					
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897		Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898		1st Mortgage (Muscogee) conv.	300,000	7	" "	"	'72-'76
2d Mortgage (B.) convertible.....	1,000,000	7	" "	Pittsburg.	1891		Spartanburg and Union:					
Income Mortgage.....	799,000	7	March 1.	New York.	1900		1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879
St. Paul and Chicago (M. & St. P.):							1st Mortgage, not endorsed.....	198,370	7	" "	"	1879
1st M. land gr. gold skg f'd, endor.	4,000,000	7*	J. A. J. & O.	New York.	1890		Springfield & Illinois S. Eastern:					
St. Paul and Pacific 1st Division:							1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892		2d Mortgage gold, tax free.....	1,000,000	7*	" "	"	1900
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892		Springfield and Northwestern:					
2d M. (N. Line) 90 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892		1st Mortgage gold, skg fund.....	20,000 pm	7*	Feb. & Aug.	New York.	1901
General Mort. (R. R. & Landa.)	2,020,000	7	Jan. & July.	"	1892		Staten Island:					
General Mort. (R. R. & L'da) sig.	1,000,000	7*	" "	London.	1892		1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886
1st M. (W. Line) R. R. & Landa.	6,000,000	7	— &	New York.	1892		2d Mortgage.....	198,370	7	" "	"	1879
2d M. (W. Line) R. R. & Landa.	3,000,000	7	— &	"	1892		Springfield & Illinois S. Eastern:					
St. Paul and Sioux City:							1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896		2d Mortgage gold, tax free.....	1,000,000	7*	" "	"	1900
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	Boston.	1878		Staten Island:					
St. Paul, Stillwater & Taylor's F.							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886
1st Mortgage for \$450,000.....							2d Mortgage.....	198,370	7	" "	"	1879
Salem (W. Jer.):							Summit Branch:					
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878		1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874
Salem and Lowell (B. & L.):							2d Mortgage.....	340,000	7	" "	"	1875
1st Mortgage.....	226,900	6	Feb. & Aug.	"	1878	95	3d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1875
Sand, Mansfield & Newark (C.&O.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909		2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880
San Fran, Oakland & Alameda:							Summers Branch:					
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	1890		1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874
Santa Fe & Whitehall (R. & S.):							2d Mortgage.....	340,000	7	" "	"	1875
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886		3d Mortgage.....	250,000	6	Feb. & Aug.	"	1880
Savannah and Charleston:							1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889		2d Mortgage, not endorsed.....	198,370	7	" "	"	1879
State guaranteed (C. & S.) bonds	505,000	6	May & Nov.	Charleston.	1870		3d Mortgage.....	340,000	7	Feb. & Aug.	New York.	1900
Funded Interest bonds.....	157,400	7	" "	"	1889		Springfield and Northwestern:					
Savannah, Griffin & North Ala.:							1st Mortgage gold, skg fund.....	1,500,000	7	Jan. & July.	New York.	1901
1st Mortgage for \$500,000 guar....	162,000	7	Jan. & July.	Macon.	1891		2d Mortgage.....	340,000	7	" "	"	1882
Savannah and Memphis:							3d Mortgage.....	250,000	6	Feb. & Aug.	Sussex.	1873
1st Mortgage gold, endor.....	16,000pm	6*	May & Nov.	New York.	1890		1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	1,400,000	7	April & Oct.	New York.	1879
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900		3d Mortgage.....	270,000	7	June & Dec.	"	1887
Seaboard and Roanoke:							1st Mortgage and Chenango Valley:					
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890		1st Mort. gold, for \$500,000.....					
Selma and Gulf:							Tredegar (W. Jer.):					
1st M. (guar. by Ala.) \$16,000pm.							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....
Selma, Marion and Memphis:							2d Mortgage.....	1,400,000	7	April & Oct.	New York.	1879
1st M. gold gr. by Ala. \$16,000pm.							3d Mortgage.....	270,000	7	June & Dec.	"	1887
Selma, Rome and Dalton:							1st Mort. gold, for \$500,000.....					
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887		Troy & Bennington (T. & B.):					
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890		1st Mortgage.....	243,000	7	May & Nov.	New York.	1872
Equipment Mortgage.....	230,000	10	" "	"	1881		2d Mortgage.....	1,800,000	7	Feb. & Aug.	"	1896
Shamokin Valley & Pottsv. (N.C.):							3d Mortgage.....	1,800,000	7	Feb. & Aug.	"	1896
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872		1st Mortgage (W. Div. 117 m.):	1,300,000	7	April & Oct.	"	1880
Shetogyan and Fond du Lac:							2d Mortgage (W. Div. 117 m.):	94,000	8	Jan. & July.	"	1879
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884		Equipment Mort. sinking fund.....	1,406,000	7	May & Nov.	"	1910
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886		1st Mortgage (Burl. Br.) 19 m.:	250,000	7	June & Dec.	"	1910
Ohioango and Allegheny:							Tom's River & Waterf. (N.J. So.):					
1st Mortgage for \$1,000,000	638,000	7	April & Oct.									

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where	Due.	Price				When.	Where	Due.	Price	
Toledo, Wabash and Western:														
1st Mort. (Tol. & Ill., 75 m.)	\$900,000	7	Feb. & Aug.	New York	1890	95	Western Maryland:			6	Jan. & July.	Baltimore.	1890	80
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	"	1890	1st Mortgage.....	\$400,000	6	" " "	"	"	1890	97
1st Mort. (Gt. W. R.R. W.D. 100m.)	4,000	10	April & Oct.	" "	1868	1st Mort. endor. by Balt.	200,000	6	" " "	"	"	1890	97
1st M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	" "	1898	94	2d Mort.	300,000	6	" " "	"	"	1890	84
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" "	1890	92	2d Mort. endor. by Wash. Co.	300,000	6	" " "	"	"	1890	70
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	2d Mortgage preferred.	600,000	6	" " "	"	"	1895	70
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1876	3d Mortgage endor. by Balt.	875,000	6	" " "	"	"	1900	96
7d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" " "	"	1871	94	Western Pacific (Cen. Pac.):							
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" " "	"	1893	89	1st Mortgage assumed, gold.....	2,735,000	6*	Jan. & July.	New York.	1890	94	
Equipment (Tol. & Wab. 75m.)	600,000	7	" " "	"	1883	85	Western Pennsylvania (Penn.):							
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80	
1st M. (Dea. & East St. L. 109 m.)	2,700,000	7	" " "	"	1900	90	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Troy, Salem & Rutland (R. & Sar.):							Western Union (M. & St. P.):							
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York	1890	....	1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1890	....
Troy Union (and Depot):							West Jersey:							
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York	1873	....	Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
2d Mortgage, guaranteed.....	180,000	6	" " "	"	1878	....	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	95
Tuckerton:							Consolidated mort. Apr. 1, 1869.	98,000	7	April & Oct.	"	1899	191	
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	West Wisconsin:							
Union Pacific:							1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1890	....
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86	Whitehall & Plattsburg (M. & P.):							
2d Mortgage (Gov. subsidy).....	27,236,000	6	" " "	"	'96-'99	86	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	" "	1889	73	Wilcomico and Pocomoke:							
Income Mortgage.....	10,000,000	10	March & Sept.	" "	1874	73	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	Williamston and Tarboro' :							
Union Pacific (Central Div.):							1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
1st Mortgage gold, tax free.....	1,800,000	6*	May & Nov.	New York	1895	Wilmington, Colum. & Augusta:							
2d Mortgage (Gov. subsidy).....	1,800,000	6	Jan. & July.	" "	'96-7-8	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	81
Union Pacific, S. Br. (M.K. & T.):							Wilm., Charlotte & Rutherford:							
1st Mortgage gold, skg fund.....	3,595,000	6*	Jan. & July.	New York	1899	....	1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
Union & Titusville (O.C. & A. Riv.):							1st Mortgage, endor. by N. Car.	1,000,000	8	" "	"	1897	....
1st Mortgage.....	500,000	7	Jan. & July	New York	1890	Wilmington and Reading:							
United Companies of New Jer.:							1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	97	
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....	2d Mortgage coupon or regis...	72,300	7	Jan. & July.	"	1902	85
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	96	Wilmington and Weldon:							
Loan of 1875 (New Jersey Co.):	300,000	6*	Feb. & Aug.	New York	1875	98	Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	....
Loan of 1883 (" ")	450,000	6	" " "	"	1878	78	Currency Bonds.....	221,400	7	May & Nov.	"	1882	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" " "	Philadelphia.	1883	90	Sinking Fund gold, Bonds.....	710,000	7	Jan. & July.	New York.	1896	....
Loan of 1889	866,000	6	June & Dec.	Princeton	1889	89	Wilmington and Western (Del.):							
Consolidated(mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	94	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Sterling Loan £366,200.....	1,846,000	5*	March & Sept.	London.	1894	....	1st Mortgage \$20,000 p.m.....	2,750,000	7	Jan. & July.	New York.	1890	87
Sterling Loan £360,000.....	1,800,000	6*	" " "	"	....	2d Mortgage \$12,000 p.m.....	1,565,000	7	May & Nov.	"	1890	....	
Loan of 1888	154,000	6	" " "	"	1888	....	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	....
Bond to State of New J. (N.J. Co.)	100,000	7	Feb. & Aug.	New York	1887	Wisconsin Central:							
Bond to State of N. J. (U.C. Co's)	500,000	7	" " "	"	1887	....	1st M. L. G. gold S. F. \$25,000pm	....	7	Jan. & July.	Boston.	1901	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	Worcester (Md.):							
Utica and Black River:							1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	Worcester and Nashua:							
Utica, Chen. & Susq. Val. (D&H.C.):							Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	....
1st Mortgage.....		7	" " "	"	"	....	Plain Bonds.....	75,000	6	" "	"	1890	....
Utica, Ithaca and Elmira:							CANAL BONDS:							
1st Mortgage gold, skg fund.....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	Chesapeake and Delaware:							
Vermont Central:							1st Mortgage sinking fund.....	1,897,872	6	Jan. & July.	Philadelphia.	1886	90	
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	24	Chesapeake and Ohio:							
2d Mortgage consolidated.....	1,500,000	7	" " "	"	1891	91	Maryland Loan sinking fund.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st Mort. (Stan. Sheff. & Ch. R.R.):	443,800	7	Jan. & July.	"	1887	78	Sterling, Loan guaranteed.....	4,375,000	6*	" " "	London.	1890	....
Guar. Stock (Vt. & Ca. R.R.):	795,500	8	June & Dec.	"	....	Preferred Bonds (next item).....	1,693,500	6	Jan. & July.	Baltimore.	1885	....	
Equipment Mortgage.....	1,000,000	8	May & Nov.	" "	1887	Delaware Division (L.C. & N.):							
Equipment Mortgage.....	1,000,000	8	" " "	"	1889	75	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	89	
Vermont and Massachusetts:							Delaware and Hudson:							
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	92	1st Mort. - 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
Convertible bonds, tax free.....	200,000	7	" " "	"	1879	98	2d Mort. - 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	"	1891	103	
Vermont Valley (Rutland):							gazette - 3d series, Jan. 1, 1871.	6,000,000	7	" " "	"	1891	102	
1st Mortgage.....	386,000	7	April & Oct.	New York	1880	Delaware & Raritan Rail. Co's:							
1st Mortgage.....	114,000	6	" " "	Boston.	1880	Lehigh Coal and Navigation:							
2d Mortgage.....	293,200	7	" " "	New York	1889	....	Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	86
Vicksburg and Meridian:							Mortgage Loan reg.....	2,016,870	6	F. M. A. & N.	"	1897	98	
(1st series (red).)	722,500	7	Jan. & July.	Philadelphia.	1890	....	Mortgage (equip.) Loan, gold.....	4,944,000	6*	June & Dec.	"	1897	91
General 2d series (blue).)	850,000	7	" " "	"	1890	....	Convertible Loan, gold.....	922,000	6*	March & Sept.	"	1894	93
Mortgage 3d series (black).)	154,000	7	" " "	"	1890	....	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1897	82
4th series (not end.).	1,273,000	7	April & Oct.	"	1880	Monongahela Navigation:							
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880	....	1st Mortgage.....	108,000	6	Jan. & July.	New York.	1887	....
Vineyard:							2d Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	94	
1st Mortgage tax free.....	750,000	7	April & Oct.	New York	1890	....	Boat Loan, sinking fund.....	285,000	6	" " "	"	1876	94
Virginia & Tennessee (A.M. & O.):							Preferred Stock Dividend Scrip.	285,965	7	" " "	"	1885	92	
1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	95	Lehigh Coal and Navigation:							
Enlarged Mortgage.....	990,000	6	" " "	"	1884	77	1st Mortgage.....	108,000	6	Jan. & July.	New York.	1887	....
4th Mortgage.....	846,000	8	March & Sept.	" "	1900	88	2d Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	94	
Registered Certificates.....	123,208	8	Jan. & July.	" "	1880	....	Boat Loan, sinking fund.....	285,000	6	" " "	"	1885	92
Funded Interest.....	204,200	8	" " "	"	1880	....	Preferred Stock Dividend Scrip.	108,164	7	Feb. & Aug.	"	1887	....
Income Mortgage (fundable).....	112,500	8	" " "	"	1886	Pennsylvania:							
Wallkill Valley (Erie):							1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	60	
1st Mortgage gold, tax free.....	20,000 pm	7*	April & Oct.	New York	1910	....	1st Mortgage (W. Val. Can.)	600,000	6	" " "	"	1878	....
Ware River (Vt. Cen.):							1st Mortgage (Erie Canal).....	743,654	7	" " "	"	1866	....
1st Mortgage gold, for \$750,000..	462,000	6*	June & Dec.	New York	1890	....	Interest Bonds (Erie Canal) 1850	161,960	7	" " "	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Note: In the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." Stateaid Railroads are printed in "Italics."

Abstract of General Balance Sheet.

Railroad.	Rolling Stock.			Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.		
	Cur.	M.	M.	Assets.	Surplus Income.	Accounts.	Bonds.	Stocks.	Accounts and Cash.	Passenger.	Freight.	Gross.	Net.	Tons.	\$	Per cent.		
	Railroad.																	
Sept. 30, 1871	60,210	1,512,500	3	3	56 Adirondack	New York.	3,163,000	930,000	1,961,288	22,134	41,234	22,820	12,769	100	100	100		
Aug. 31, 1869	260,000	14,800	5	400 Alabama and Chattanooga.....	Alabama.	10,000,000	2,700,000	7,932,000	2,600,000	286,600	(Operated by Mobile and Ohio.)	77,954	12,769	100	100	100		
June 30, 1872	81,3	13	2	101 Alabama Central	Alabama.	3,600,000	2,000,000	1,606,000	1,000,000	92,8	(For closed, and sold.)	100	100	100	100	100		
Sept. 30, 1871	142,0	86,6	2	749 Albany and Susquehanna (A. & H.)	New York.	8,630,633	4,389,000	83,440	1,000,000	287,474	No part in construction.	1,069,966	267,487	7	100	94		
Dec. 31, 1871	112,0	51,0	2	21 Alexander and Fredericksburg	Virginia.	9,747,216	1,256,350	7,421,000	602,437	132,9	(Under construction—No part in construction.)	1,731,612	784,151	59	100	59		
Oct. 31, 1871	112,0	44,0	32	1,056 Allegheny Valley	Pennsylvania.	9,747,216	1,256,350	7,421,000	602,437	132,9	(Under construction—No part in construction.)	1,008,768	1,731,612	59	100	59		
Nov. 30, 1871	14,5	31,8	5	22 Allentown	Pennsylvania.	1,057,937	1,057,937	1,057,937	1,057,937	1,057,937	(Under construction—No part in construction.)	1,057,937	1,057,937	59	100	59		
Dec. 31, 1871	20,5	2,0	5	23 Annapolis and Ellington	Maryland.	446,000	1,375,000	560,000	1,66,000	1,057,937	(Completed by Dec. 1, 1870.)	22,820	12,769	100	100	100		
April 30, 1870	25,0	2	3	24 Ashland	Arkansas.	850,000	1,375,000	560,000	1,66,000	1,057,937	(Leased to Cheshire.)	7,600	100	100	100	100		
Dec. 31, 1871	23,0	1,8	135,0	25 Ashland	New Hampshire.	500,000	1,375,000	560,000	1,66,000	1,057,937	(Leased to Cheshire.)	7,600	100	100	100	100		
Dec. 31, 1871	186,0	8,0	266,0	26 Atherton	Kansas.	640,000	1,375,000	560,000	1,66,000	1,057,937	(Leased to Cheshire.)	7,600	100	100	100	100		
Sept. 30, 1871	30,4	0,7	700	27 Athol and Enfield	Massachusetts.	600,000	2,500	138,000	27,000	3,672	77,877	86,7	286,300	1,057,937	100	100		
Jan. 30, 1871	283,0	20,0	6	28 Atlanta and West Point	Georgia.	1,170,900	1,057,937	1,057,937	1,057,937	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	20,5	2	10	29 Atlanta and Ellington	Georgia.	1,170,900	1,057,937	1,057,937	1,057,937	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	25,0	2	3	30 Atlanta and Ellington	Georgia.	1,170,900	1,057,937	1,057,937	1,057,937	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	23,0	1,8	135,0	31 Atlanta and Ellington	Georgia.	1,170,900	1,057,937	1,057,937	1,057,937	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	10,0	20,0	32 Atlanta and Ellington	Georgia.	1,170,900	1,057,937	1,057,937	1,057,937	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Sept. 30, 1871	10,4	4,7	700	33 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	32,0	2,7	100	34 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	35 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	36 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	37 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	38 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	39 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	40 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	41 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	42 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	43 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	44 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	45 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	46 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	47 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	48 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	49 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	50 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	51 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	52 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	53 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	54 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	55 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	56 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	57 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	58 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	59 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	60 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	61 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	62 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	63 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2	64 Atlantic and North Carolina	North Carolina.	2,700,000	9,160,000	1,600,000	2,200,000	1,057,937	(Leased to Grand Trunk.)	1,057,937	1,057,937	100	100	100		
Dec. 31, 1871	186,0	1,6	16,2															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Abstract of General Balance Sheet.

	Property and Assets.		Liabilities.		Operations.		Earnings.	
	Railroad.	Rolling Stock.	Accounts.	Bonds.	Gross.	Freight.	Passenger.	Market.
	M.	M.	M.	M.	M.	M.	M.	Value of Shares.
Dec. 31, 1871	20,315,139.56	23,221.8	268 <i>Kiaw and Pere Marquette</i> , Michigan.	4,306,398	1,060,100	4,241,500	1,947,184	\$ 100.***
Sept. 30, 1871	11,880	1.7	11 <i>Flushing and North Side</i> , New York.	959,941	1,065,048	1,065,000	27,226	100.***
Sept. 30, 1871	10,000	2.2	1 <i>Konda, Johnston & Gioverville</i> , N.Y.	441,409	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,000	0.9	2 <i>Ft. Wayne, Jack & Saginaw</i> , Ill. & Mich.	5,000	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,000	5.0	3 <i>Ft. Wayne, Murie and Chin.</i> , Indiana.	3,300,000	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,000	2.7	4 <i>Franklin and Lowell</i> , Mass.	797,683	116,000	168,384	47,500	100.***
Sept. 30, 1871	17,000	2.0	5 <i>Freehold and Jamesburg</i> , N.J.	383,611	116,000	288,746	99,267	100.***
Oct. 31, 1871	86,500	9.0	6 <i>Ga.V. Harrington & San Antonio</i> , Texas.	1,295,841	72,540	10,451	1,738,468	100.***
Mar. 31, 1872	51,000	7.0	7 <i>Galveston, Houston & Henderson</i> , Texas.	2,239,000	83,286	11,286	1,500,000	100.***
Mar. 31, 1872	171,010	24.7	8 <i>Georgia</i> .	563,261	1,405,739	216,201	5,200,000	100.***
Apr. 30, 1872	111,000	6.6	9 <i>Clinton & Springfield</i> , Ill.	4,156,000	1,000,000	1,000,000	100.***	100.***
Sept. 30, 1871	11,6	7.4	10 <i>Goshen and Deerstown</i> , N.Y.	5,000,000	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	29,000	11.9	11 <i>Grand Rapid and Indiana</i> , Indiana.	11,913,0	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	94,000	4.7	12 <i>Grand River Valley</i> , Grand Rapids, Michigan.	1,992,000	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	86,500	0.6	13 <i>Great Western</i> , Ill.	336,233	89,305	4,923,000	1,500,000	100.***
July 31, 1871	20,000	9.0	14 <i>Hannibal and Central Missouri</i> , Missouri.	2,000,000	1,000,000	1,000,000	100.***	100.***
Sept. 30, 1871	70,000	0.6	15 <i>Hannibal and St. Joseph</i> , Mo.	2,026,000	1,000,000	1,000,000	100.***	100.***
Mar. 31, 1872	80,000	6.0	16 <i>Hannibal and St. Louis</i> , Mo.	1,425,000	1,000,000	1,000,000	100.***	100.***
Apr. 30, 1872	40,000	2.0	17 <i>Hannibal and Johnsonville</i> , N.Y.	320,586	1,000,000	1,000,000	100.***	100.***
Sept. 30, 1871	11,6	7.4	18 <i>Hanover Branch</i> , Md.	860,000	1,000,000	1,000,000	100.***	100.***
Apr. 30, 1872	38,000	0.6	19 <i>Hanover Branch</i> , Pa.	275,000	1,000,000	1,000,000	100.***	100.***
Sept. 30, 1872	114,000	2.0	20 <i>Hannibal and Westfield</i> , Conn.	1,191,246	(No statement furnished)	99,700	62,000	100.***
Dec. 31, 1871	94,000	0.2	21 <i>Hackenack Extension</i> , N.J.	869,900	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	28,000	2.8	22 <i>Hackenack Extension</i> , New Jersey.	1,236,233	89,305	4,923,000	1,500,000	100.***
Dec. 31, 1871	70,000	0.2	23 <i>Hanford and New Haven</i> , Conn.	1,229,000	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	46,000	6.0	24 <i>Hanford, Prov. and Fishkill Conn.</i> , N.Y.	1,402,142	40,000	1,442,948	1,716,927	100.***
Dec. 31, 1871	80,000	2.3	25 <i>Hannibal and Naples</i> , Italy.	216,201	1,000,000	1,000,000	100.***	100.***
Aug. 31, 1871	40,000	2.0	26 <i>Green Bay and Lake Pepin</i> , Wis.	1,201,000	1,000,000	1,000,000	100.***	100.***
Sept. 30, 1871	14,000	0.6	27 <i>Greenwood and Johnsonville</i> , N.Y.	1,272,524	2,048,434	486,236	111,294	100.***
Sept. 30, 1871	7,8	1.0	28 <i>Gulf Western</i> , Texas and Pacific, Tex.	174,389	37,050	1,000,000	1,000,000	100.***
Apr. 30, 1872	12,2	0.5	29 <i>Hanover Branch</i> , Md.	200,000	166,100	15,384	30,000	100.***
Sept. 30, 1872	38,000	0.4	30 <i>Hanover Branch</i> , Pa.	1,000,000	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	114,000	2.0	31 <i>Hanover Branch</i> , N.Y.	8,639,500	*	1,000,000	4,000,000	100.***
Oct. 31, 1871	36,000	0.2	32 <i>Hanover Branch</i> , N.Y.	1,182,500	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	70,000	0.2	33 <i>Hartford and New Haven</i> , Conn.	1,229,000	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	46,000	6.0	34 <i>Hastings and Dakota</i> , Minn.	1,425,000	1,000,000	1,000,000	100.***	100.***
Aug. 31, 1871	20,000	2.3	35 <i>Hibborna Mine</i> .	70,000	1,000,000	1,000,000	100.***	100.***
Sept. 30, 1871	7,8	1.0	36 <i>Holyoke and Monroe</i> , Mass.	1,146	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	12,2	0.5	37 <i>Holyoke Extension</i> , N.Y.	1,146	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	8,8	0.2	38 <i>Huntington and Lancaster</i> , Pa.	1,146	1,000,000	1,000,000	100.***	100.***
Oct. 31, 1871	36,000	1.6	39 <i>Huntington and New Haven</i> , Conn.	1,236,233	89,305	4,923,000	1,500,000	100.***
Dec. 31, 1871	122,4	0.8	40 <i>Huntington and Texas Central</i> , Tex.	1,229,000	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	47,000	2.4	41 <i>Huntington and Broad Top Mt.</i> , Penn.	1,245,000	1,000,000	1,000,000	100.***	100.***
Sept. 30, 1871	5,5	0.2	42 <i>Huntington and Illinois Central</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	63,8	2.0	43 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	44 <i>Huntington and Vincennes</i> , Ind.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	45 <i>Huntington and St. Louis</i> , Ind.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	46 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	47 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	48 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	49 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	50 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	51 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	52 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	53 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	54 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	55 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	56 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	57 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	58 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	59 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	60 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	61 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	62 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	63 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	64 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	65 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	66 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	67 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	68 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	69 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	70 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	71 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	72 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	73 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	74 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	75 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	76 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	77 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	78 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	79 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	80 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31, 1871	10,3	0.2	81 <i>Huntington and St. Louis</i> , Ill.	1,244,438	1,000,000	1,000,000	100.***	100.***
Dec. 31,								

Aug. 31	1871	1660		166 Lake Superior and Mississippi. Minn. 7,091,956	•	428,220	10,233	100
Dec. 31, 1871	171	174		Pennsylvania. Minn. 633,170	•	428,220	10,233	100
Dec. 31, 1871	2.2	2.2		Leavenworth & N. Wm. Kansas. 100,000	•	428,220	10,233	100
Dec. 31, 1871	1.3	1.3		Leavenworth, Lawrence & Gav. Kansas. 100,000	•	428,220	10,233	100
Dec. 31, 1871	143.1	143.1		Leigh Valley. Pennsylvania. 587,550	•	428,220	10,233	100
Nov. 30, 1871	101.0	124.6		Leigh Valley. Pennsylvania. 587,550	•	428,220	10,233	100
Dec. 31, 1871	82.6	45.0		Little Miami. Ohio 5,671,900	•	428,220	10,233	100
Dec. 31, 1871	10.0	8.0		Little Rock and Ft. Smith. Arkansas. 6,000,000	•	428,220	10,233	100
Dec. 31, 1871	90.9	3.0		Little Schenckill. Pennsylvania. 1,416,188	•	428,220	10,233	100
Dec. 31, 1871	9.5	4.0		Logan, Crawford, & S. Wm. Indiana. 115,616	•	428,220	10,233	100
Dec. 31, 1872	92.0	1.7		London and Port Stanley. Canada. 9,200,000	•	428,220	10,233	100
Dec. 31, 1871	24.5	3.6		Long Island. New York. 5,012,845	•	428,220	10,233	100
Sept. 30, 1871	94.0	64.0		Louisiana and Missouri River. New York. 5,012,845	•	428,220	10,233	100
Mar. 31	62.2	21		Louisville, Cincinnati and Lexington. Ky. 7,218,782	•	428,220	10,233	100
Dec. 31, 1871	28.3	4.2		Louisville and Nashville. Ky. 13,964,388	•	428,220	10,233	100
Dec. 31, 1871	9.5	4.0		Louisville, New Albany & Ohio River. Ind. 10,000,000	•	428,220	10,233	100
Dec. 31, 1871	10.0	3.6		Lowell and Lawrence. Massachusetts. 363,500	•	428,220	10,233	100
Sept. 30, 1871	12.4	2.0		Lowell and Cincinnati. Ohio 2,100,000	•	428,220	10,233	100
Dec. 31, 1871	10.0	1.0		Louisville New Albany & St. L. Ind. & Ill. 1,087,496	•	428,220	10,233	100
Dec. 31, 1871	24.0	9.9		Lyon Valley. Pennsylvania. 1,000,000	•	428,220	10,233	100
Mar. 31	67.0	2.1		Macon and Augusta. Georgia. 2,401,900	•	428,220	10,233	100
Dec. 31, 1871	93.8	26.0		Macomb and Brownwick. Michigan. 7,250,000	•	428,220	10,233	100
Dec. 31, 1871	93.8	7.6		Madison and Western. Wisconsin. 1,000,000	•	428,220	10,233	100
Nov. 30, 1871	102.6	12.3		Maile Central. Georgia. 11,446,634	•	428,220	10,233	100
Dec. 31, 1871	81.0	6.0		Memphis and Charlotte. Tennessee. 588,350	•	428,220	10,233	100
Dec. 31, 1871	32.4	3.6		Manchester and Farnham. Massachusetts. 1,000,000	•	428,220	10,233	100
Sept. 30, 1871	10.0	2.0		Mansfield and Oincinnati. Ohio 2,122,788	•	428,220	10,233	100
Dec. 31, 1871	12.4	2.0		Marietta and Pittsburg. Pennsylvania. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	10.0	1.0		Maryland and Delaware. Md. and Del. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	35.0	3.0		Mercer and Sonnen. New Jersey. 600,443	•	428,220	10,233	100
Dec. 31, 1871	64.0	4.0		Meridian and Conn. Rivers. Canada. 400,000	•	428,220	10,233	100
Dec. 31, 1871	27.0	2.0		Merriam and Air Line. Kentucky. 10,000,000	•	428,220	10,233	100
Dec. 31, 1871	20.6	2.0		Memphis and Lexington. Miss. & Ala. 7,753,659	•	428,220	10,233	100
Dec. 31, 1871	31.0	2.0		Memphis and Charlotte. Tenn. 8,157,100	•	428,220	10,233	100
Dec. 31, 1871	17.0	1.0		Memphis, Clarksville, and Louis. Tenn. 1,114,921	•	428,220	10,233	100
Dec. 31, 1871	32.4	3.6		Memphis and Little Rock. Arkansas. 3,974,239	•	428,220	10,233	100
Dec. 31, 1871	11.1	1.1		Mercersburg and Union. Ohio 1,222,788	•	428,220	10,233	100
Dec. 31, 1871	13.0	1.0		Memphis and Ohio 1. Tennessee. 1,222,788	•	428,220	10,233	100
Dec. 31, 1871	13.0	1.0		Middleton and Crawford. Ohio 1,222,788	•	428,220	10,233	100
Dec. 31, 1871	10.3	1.0		Middleton, Union and Water Gap. N.Y. 1,222,788	•	428,220	10,233	100
Dec. 31, 1871	17.0	1.0		Midland and Sons. New Jersey. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Midland, Grand and Canada. Canada. 2,401,900	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Midland Pacific. Nebraska. 2,400,000	•	428,220	10,233	100
Dec. 31, 1871	20.6	2.0		Michigan Air Line (E. D.) Mich. & Ind. 10,000,000	•	428,220	10,233	100
Dec. 31, 1871	19.0	2.0		Michigan Central. Mich. & Ind. 10,000,000	•	428,220	10,233	100
Jun. 30, 1871	27.0	2.0		Michigan Lake Shore. Michigan. 1,250,000	•	428,220	10,233	100
Dec. 31, 1871	13.0	1.0		Midland and Tanton. Mich. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	13.0	1.0		Memphis and Little Rock. Arkansas. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	10.2	1.0		Mercer and Sonnen. New Jersey. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	4.7	1.0		Middleton. Ohio 1,222,788	•	428,220	10,233	100
Dec. 31, 1871	27.0	2.0		Mississippi and Conn. Rivers. Canada. 2,401,900	•	428,220	10,233	100
Dec. 31, 1871	20.6	2.0		Mississippi and Northern. Michigan. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	19.0	2.0		Mississippi and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	10.0	1.0		Mississippi and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Illinois. Illinois. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	23.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	20.6	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	12.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec. 31, 1871	24.0	2.0		Missouri and Northern. Wisconsin. 1,000,000	•	428,220	10,233	100
Dec								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Mark (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." Stateaid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Railroad.	Property and Assets.		Liabilities.		Operations.	Earnings.													
	Railroad.	Rolling Stock.	Bonds.	Stocks.	Surplus Income.	Market. Par.	Dividends.	Value of Shares.	Net.	Gross.	Freight.	Carried one mile.	Passenger.	Trains Moved.	M.	M.	M.	M.	pe. \$ per cent.
Sept. 30, 1871 6.4	3 N.Y., Housatonic & North. N.Y. & Conn. New York and Mahoneys... New York 929,116	461,207	161,000	\$5,465	1,191	4,889	1,191	100	1,191	1,191	1,191	1,191	1,191	1,191	1,191	1,191	1,191	1,191	100
Sept. 30, 1871 7.1	41,1010 N.Y., N.H. & Hartford... N.Y., Ct. & Md. 12,161,293	84,127	1,840,972	1,675,563	3,228,676	15,500,000	1,641,500	377,341	1,577,992	186,251	1,577,992	(Recently opened)	No returns)	4,488,684	1,588,554	10	100	100	100
Sept. 30, 1871 12,161,293	16,751,156,717	26,210	104,0	53,21	189	1,686,739	1,085,027	6,632,773	6,633,500	262,951	6,632,952	35,662,529	4,488,684	1,588,554	10	100	100	100	
Aug. 31, 1871 62.5	2,568,000	6.3	18	18	18	1,000,000	1,000,000	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Sept. 30, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
June 30, 1871 36.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
July 31, 1871 99.0	3,210,610	3.6	18.0	20	23	18	18	1,000,000	1,000,000	262,758	1,000,000	1,000,000	1,000,000	1,000,000	1,00				

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1 $\frac{1}{2}$ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 $\frac{1}{2}$ cents per lb.; Sheet, Band, Hoop and Scroll, 1 $\frac{1}{2}$ to 2 cents per lb.; Pig, 7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, \$8; Scrap Wrought, 88 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent ad val.

Pig, Scotch—Coltness..... per ton 62 — @ 64 —
Gartsherrie..... — @ —
Glenarnock..... 54 — @ 55 —

Edington..... 52 — @ 53 —

Pig, American, No. 1..... — @ 50 —

Pig, American, No. 2..... 46 — @ 48 —

Pig, American, Forge..... 40 — @ 42 —

Bar, Refined, English and American..... 110 — @ —

Bar, Swedes, assorted sizes..... (gold) 137 50 @ 142 50

STORE PRICES.

Bar, Swedes, 1 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 1 $\frac{1}{2}$ x 1 to 4 $\frac{1}{2}$ sq. ft. to 5 $\frac{1}{2}$ to 6 $\frac{1}{2}$ to 2 sq. ft. to 12 x 3 $\frac{1}{2}$ x 1 $\frac{1}{2}$ 150 — @ 160 —

Bar, Refined, 1 $\frac{1}{2}$ to 2 in. rd. & sq.—1 to 6 in.

2 $\frac{1}{2}$ to 1 in..... 107 50 @ —

Bar, Refined, 1 $\frac{1}{2}$ to 6 by 4 $\frac{1}{2}$ to 6 in..... 112 50 @ —

Bar, Refined, 1 $\frac{1}{2}$ by 1 $\frac{1}{2}$ to 6 in..... 115 — @ —

Large Rounds, 2 $\frac{1}{2}$ to 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ to 4 in..... 115 — @ 127 50

Scroll..... 130 — @ 160 —

Ovals and Half-round..... 132 50 @ 152 50

Band, 1 to 6 in. by 3 $\frac{1}{2}$ to No. 12..... — @ 125 —

Horse Shoe..... — @ 127 50 —

Rods, 1 $\frac{1}{2}$ to 16 inch..... 112 50 @ 155 —

Hoop, 1 $\frac{1}{2}$ by No. 22 to 1 $\frac{1}{2}$ by 13 $\frac{1}{2}$ to 14..... 155 — @ 180 —

Nail Rod..... per lb. — @ — 9 $\frac{1}{2}$

Sheet, Russia, as to assortment..... (gold) 16 — @ 16 —

Sheet, Single D. and T. Common..... 64 — @ 7 $\frac{1}{2}$

Sheet, Doubles and Trebles, Charcoal..... 74 — @ 8 $\frac{1}{2}$

Sheet, Galvanized..... List. 10 per ct. disc.

Rails, English..... (gold)..... per ton. 70 — @ 71 —

Rails, American, at Works in Penna. c'ty. 80 50 @ 85 —

Anvils, (Eagle)..... per lb. currency. — 9 @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb or under, 24 cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 8 $\frac{1}{2}$ cents per lb., and 10 per cent ad val, all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..... per lb. — 18 — @ 22 —

English Spring (2d and 1st quality)..... 94 — @ 10 $\frac{1}{2}$

English Blister (2d and 1st quality)..... 11 — @ 16 —

English Machinery..... 11 — @ 14 —

English German (2d and 1st quality)..... 11 — @ 12 —

American Blister..... — @ 11 —

American, Cast, Tool..... — @ 17 —

American, Cast Spring..... — @ 11 —

American Machinery..... 11 — @ 12 —

American German Spring..... 9 — @ 12 —

NAILS—DUTY: Cut, 14; Wrought, 24; Wrought Horse

Shoe, 5 cents per lb.; Copper, 46 per cent.; Yellow

Metal and Zinc, 35 per cent. ad val—all less 10 per cent.

10d. to 60d. Common..... per kg. — @ 5 25 —

5d. and 9d. "..... — @ 5 50 —

6d. and 7d. "..... — @ 5 75 —

4d. and 5d. "..... — @ 6 —

3d. "..... — @ 6 75 —

Cut, 2d and 3d. Fine..... — @ 7 50 —

Cut Spikes, all sizes..... — @ 5 50 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets

and Terne Plates, 15 per cent. ad val.

Banks..... (gold) per lb. — @ 38 —

Straits..... (gold) 234 — @ 33 —

English..... (gold) 324 — @ 32 —

Plates—Fair to good brands..... Gold..... Currency.

I. C. Charcoal..... per box. 12 25 @ 12 50 14 50 @ 14 75 —

I. C. Coke..... 10 50 @ 11 — 12 50 @ 13 —

Coke Terne..... 9 — @ 10 — 10 75 @ 11 75 —

Charcoal Terne..... 10 75 @ 11 25 12 75 @ 13 25 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..... — 91 — @ 9 $\frac{1}{2}$ —

Crude, 40 @ 47 gravity (in shipping order)..... 134 — @ 13 $\frac{1}{2}$ —

Refined, Standard White (in ship's order)..... 20 — @ —

Refined, S. W. (in jobbing lots)..... 20 $\frac{1}{2}$ — @ 21 —

Refined, S. W. (in tin)..... 26 — @ 27 $\frac{1}{2}$ —

Naphtha, Refined, (85 @ 73 gravity)..... 12 — @ 13 —

Residuum.... (in shipping order) per gall. 44 — @ —

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper,

4 cents per lb.; Manufactured, 45 per cent. ad val, all less

10 per cent.

All Cash.

Copper, New Sheathing, (over 12 oz.) per lb. — @ 43 —

Copper, Bolts..... — @ 45 —

Copper, Braziers' (over 16 oz.)..... — @ 45 —

Copper, Nails..... — @ 45 —

Copper, Old Sheathing, &c., mixed lots..... 28 — @ 30 —

Copper, American Ingots..... 324 — @ 34 —

Copper, English Pig..... 31 — @ 30 —

Yellow Metal, New Sheathing & Bronze..... — @ 27 —

Yellow Metal, Bolts..... — @ 32 —

Yellow Metal, Nails, Sheathing & Slating..... 27 — @ 30 —

LEAD—DUTY: Pig, #2 per 100 lb.; old Lead, 1 $\frac{1}{2}$ cents

per lb.; Pipe and Sheet, 2 $\frac{1}{2}$ cents per lb.—all less 10 p. ct.

Spanish Ordinary..... (gold) per 100 lb. 6 624 @ 6 75 —

German Ordinary..... (gold) — @ 6 75 —

English..... (gold) 6 75 @ 7 12 $\frac{1}{2}$ —

Bar..... — @ 9 25 —

Pipe..... — @ 10 50 —

Sheet..... — @ 10 60 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16 $\frac{1}{2}$ c. pr. lb.

Tatham's Improved Tin-Lined Lead Pipe..... 18 $\frac{1}{2}$ c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels

30 lb. to the bushel; Anthracite, FREE; other, 40 cents

per 28 bushels of 30 lb. to the bushel.

Liverpool Gas Cannon..... 16 — @ 18 —

Liverpool House Cannon..... 20 — @ 20 —

Anthracite (by cargo).... per ton of 2,000 lb. 5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending April 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9

Boston, Hart & Erie..... 4 $\frac{1}{2}$ 3 $\frac{1}{2}$ 3 $\frac{1}{2}$ 3 $\frac{1}{2}$ 3 $\frac{1}{2}$ 3 $\frac{1}{2}$

Canton Co..... 92 — 91 90 90 $\frac{1}{2}$

Central Pacific 6s..... 102 $\frac{1}{2}$ 102 $\frac{1}{2}$ 102 $\frac{1}{2}$ 102 $\frac{1}{2}$ 102 $\frac{1}{2}$

Central of N. Jersey..... 102 101 $\frac{1}{2}$ 103 $\frac{1}{2}$ 96 99

Chicago & Alton..... 111 110 $\frac{1}{2}$ 110 $\frac{1}{2}$ 112 $\frac{1}{2}$ —

... pref..... — — — —

... I M..... — 108 $\frac{1}{2}$ —

... S. F..... — — —

... Inc. bds..... — — —

Chicago, Burl. & Q. 111 — — —

... 8s, 1883 — — —

Chic. & Northwestern — — —

... pref..... 87 $\frac{1}{2}$ — —

... 1st M..... 100 — —

... S. F. Consol..... — — —

... Consol..... — — —

... Chic. Rock Isl. & Pac. 113 $\frac{1}{2}$ 113 113 $\frac{1}{2}$ 113 $\frac{1}{2}$ 113 $\frac{1}{2}$

Chi., R. I. & Pa. 7s, 1896 103 $\frac{1}{2}$ — —

Clev., Col., C. and Ind. 87 86 86 86 86

Clev. & Pittsburg guar. 88 $\frac{1}{2}$ 89 89 88 $\frac{1}{2}$ 88 $\frac{1}{2}$

... 2 M..... — — —

... 3 M..... — — —

... 4 M..... — — —

Clev. and Toledo..... — — —

... S. F. 7s..... 102 102 —

Col., Chi., & Ind. C. 38 $\frac{1}{2}$ 38 $\frac{1}{2}$ 38 $\frac{1}{2}$ 39 39

... 1 M..... 86 $\frac{1}{2}$ 86 86 86 86

... 2 M..... 73 — —

Del. & Hudson Canal 113 $\frac{1}{2}$ p — —

Del. Lack. & Western 99 $\frac{1}{2}$ 99 99 99 $\frac{1}{2}$

... 1 M. 7s..... — — —

... 2 M. 7s..... — — —

Eric Railway..... 63 $\frac{1}{2}$ 63 64 64 65 $\frac{1}{2}$

... pref..... 73 — —

... 1 M. 7s, 1897 — — —

... 2 M. 7s, 1879 100 — —

... 3 M. 7s, 1883 98 $\frac{1}{2}$ — —

... 4 M. 7s, 1880 97 $\frac{1}{2}$ 97 $\frac{1}{2}$ 97 $\frac{1}{2}$ 97 $\frac{1}{2}$

... 5 M. 7s, 1888 100 — —

... 7s, con. gold..... — — —

Great Western 2d mort. 89 $\frac{1}{2}$ — —

Hannibal & St. Joseph 40 — —

... pref..... — — —

... 8s, conv. 88 $\frac{1}{2}$ — —

Hudson River — — —

... 2 M. S. F. — — —

... 3 M. 7s, 1878 — — —

Illinois Central 114 — —

... 7s, gold..... — — —

Illinoian 93 $\frac{1}{2}$ — —

... H. & St. J. Iss. — — —

Morris and Essex 90 $\frac{1}{2}$ 90 —

... 1st mort. 105 — —

... 2d mort. 106 $\frac{1}{2}$ — —

N. Y. Can. & Hud. Riv. 100 $\frac{1}{2}$ 101 $\frac{1}{2}$ 101 $\frac{1}{2}$ 101 $\frac{1}{2}$ 101 $\frac{1}{2}$ 101 $\frac{1}{2}$

... 7s, S.F. 1876 — — —

... 6s, S.F. 1883 — — —

... 6s, S.F. 1887 — — —

N. York and Harlem 131 129 $\frac{1}{2}$ 125 $\frac{1}{2}$ 123 126

... pref..... — — —

... 1 M. 7s, 1873 103 — —

N. York, N. H. Hav. & Hart. 133 — —

N. Carolina 6s, old. new 16 $\frac{1}{2}$ — —

Ohio and Miss. 45 44 44 $\frac{1}{2}$ 44 $\frac{1}{2}$ 44 $\frac{1}{2}$ 45

... pref..... — — —

... 2d M. 88 $\frac{1}{2}$ 88 $\frac{1}{2}$ 88 $\frac{1}{2}$ 88 $\frac{1}{2}$ 88 $\frac{1}{2}$

Pacific Mail S. S. Co. 56 $\frac{1}{2}$ 57 $\frac{1}{2}$ 58 $\frac{1}{2}$ 56 $\frac{1}{2}$ 55 $\frac{1}{2}$

Panama 110 109 $\frac{1}{2}$ 108 $\frac{1}{2}$ 106 $\frac{1}{2}$ 107 $\frac{1}{2}$

Pitts., Ft. W. & Chi. gtd. 93 $\frac{1}{2}$ 93 $\frac{1}{2}$ 92 $\frac{1}{2}$ 91 $\frac{1}{2}$ 92 $\frac{1}{2}$

... 1 M. 109 $\frac{1}{2}$ — —

... 2 M. 99 $\frac{1}{2}$ 99 —

... 3 M. 99 $\frac{1}{2}$ — —

Quicksilver Mining Co. 39 39 $\frac{1}{2}$ 39 $\frac{1}{2}$ 40 —

St. L. Alton &

Boston Stock Exchange.

Actual Sale Prices for the week ending April 9.

	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8.	W. 9.
Boston and Albany	149	149	149	149	149	149
Boston and Lowell	120	120	120	120	120	120
Boston and Maine	119	120	120	120	120	120
Boston and Providence	151	151	151	151	151	151
Boston, Hartford & Erie	75, new	88	89	89	89	89
Chesterfield, pref.	77	77	77	77	77	77
Chi., Burlington & Quincy	110	110	110	110	110	110
Concord	83	83	83	83	83	83
Connecticut River	138	138	138	138	138	138
Eastern	106	106	106	107	106	106
Fitchburg	131	131	131	131	131	131
Manchester & Lawrence	137	137	137	137	137	137
Michigan Central	104	104	103	103	103	103
Northern, N. H.	110	110	110	110	110	110
Ogdens & Lake Champlain	55	55	55	55	55	55
" pref.	98	98	98	98	98	98
Old Colony	111	111	111	111	111	111
Ph., Wil. & Baltimore	57	57	57	57	57	57
Portland, Saco & Ports	130	130	130	130	130	130
Union Pacific	31	31	31	31	31	31
" 65	84	84	84	84	84	84
" Land Grant 7s.	74	74	74	74	74	74
" Income 10s.	73	73	73	73	73	73
Vermont & Canada	61	61	61	61	61	61
Vermont & Mass.	—	—	—	—	—	—
South Boston (Horse)	—	—	—	—	—	—
Cambridge	—	—	—	—	—	—
Metropolitan	57	57	57	57	57	57
Middlesex	80	80	80	80	80	80
Central Mining Co.	30	30	30	30	30	30
Copper Falls	26	26	26	26	26	26
Franklin	61	61	71	71	71	71
National	—	—	—	—	—	—
Pewabic	113	113	113	113	113	113
Quincy	45	45	45	45	45	45

London Stock Exchange.

	Closing	Prices.
	Mar. 21.	Mar. 28.
Atlantic & Gt. W. 1st mort., \$1,000.	80	81
Do. 2d mort., \$1,000.	72	74
Do. Con. mort. B'nds Blach's Cert.	54	55
Do. Reorg. Scrip.	97	99
Do. Lease Lines, Rental Bonds.	92	93
Detroit & Milwaukee 1st mort. Bonds	73	75
Do. 2d do.	73	75
Erie shares 100 dol. all paid.	51	51
Do. Ticket of Protec. Com. attached	51	52
Do. 6 per cent Convertible Bonds.	95	96
Do. European Agency Certificates	—	—
Illinois Central \$100 shares all paid..	94	96
Do. Redemption mort. bonds 6 p.c. 100	102	100
Illinois & St. Louis Bridge 1st mort.	101	103
Marietta and Cincinnati Rail. Bonds.	84	88
Michigan Central 8s 1882, conv.	90	95
Panama 2d mort.	—	—
Panama General mort.	95	97
Pennsylvania, 2d mort.	100	102
Do. General mort.	97	98
Do. \$50 shares.	46	48
Philadelphia and Erie 1st mort.	97	99
Do. with option to be paid in Phila.	97	99
	98	100

American Railroad Journal.

Saturday, April 13, 1873.

Stock Exchange and Money Market.

The Money market has been decidedly active all through the week, early in which very high rates were exacted for aid to speculative borrowers, though toward the close the tendency was toward an easier movement, and call loans were quoted at from 7 per cent currency and gold to $\frac{1}{8}$ @ $\frac{1}{8}$ of one per cent added for carrying stocks from day to day. The available supply was gaining on the more urgent requirements of the street firms. The city banks were receiving considerable amounts of currency from the interior, giving promise of a more encouraging showing on the next weekly statement of averages. The last was the most unfavorable exhibit of the season, which has been a memorable one for the protracted closeness of the market. The discount business has been somewhat brisker within the range of 8@12 per cent per annum on the best grades of mercantile credits. The city banks, last week, lost about $\frac{1}{2}$ million of their specie reserve and $8\frac{3}{4}$ millions of their legal tender hoard. Their deposits were further cut down nearly 5% millions, and their loan and discount averages reduced nearly $\frac{1}{2}$ ths

of a million. The banks are once more deficient in their obligatory reserve, the last statement showing that they had \$3,245,800 less than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of nearly 1%ths of a million to its coin balance, while losing about $\frac{1}{2}$ million of currency. Its currency reserves at the close of the week were \$15,789,987; and its coin hoard, \$40,767,765.

The cash balances of the Treasury Department on Monday were as follows; Currency, \$2,305,000; Coin, \$70,423,591; Certificates, \$23,420,500.

The city banks, in their latest return, show a falling off of \$8,789,800 in legal tender notes, with a decrease of \$514,700 in their specie, and a reduction of \$5,821,700 in their deposits, also a contraction of \$814,700 in their loan and discount averages, and an addition of \$80,100 to their item of circulation. The city bank exchanges, last week, averaged 130 millions.

The clearances of the banks averaged through the week 130 millions a day, and amounted in the aggregate, for the whole week, to \$780,498,464 as against \$640,361,782 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance \$1,166,933 and enlarged its coin reserve \$583,426 as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$15,664,400, against \$19,764,100 same time last year. The city bank deposits are now \$187,687,000 against \$201,065,100, week ending April 6, 1872. The legal tender reserve amounts to \$34,940,500, against \$38,695,200 same time last year. The circulation now stands at \$27,715,800 against \$28,014,700 same time last year. The loans are now \$278,198,800 against \$278,483,400 at this date last year.

The coin reserve of the city banks is now about 15% millions as against about 25% million on the 20th of last July; the legal tender reserve is about 34% millions against about 55% millions on the statement of June 15th; and the deposits are now about 187% millions, against 247% millions on the 20th of July.

The U. S. Sub-Treasury office last week received \$3,869,599 of currency, and \$4,515,112 of gold, the latter including \$2,247,000 from customs; and disbursed \$5,086,533 of currency and \$2,931,687 of gold, the latter embracing \$198,590 of coin interest.

Government revenues have been yielding moderately since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, \$87,578,923. The customs at the port of New York, for the week, were \$2,187,672, and at the outports, about \$750,000 more, in coin or coin certificates.

Gold has been active and buoyant in price. The speculative movement has been quite spirited and the export drain has been heavier, with a fair average customs demand noted. The highest price of the year has been reached during the week, 119%, having been realized on Saturday. The later dealings, have shown a less confident movement. The range of the price during the week has been from 117%@119% and the closing quotation on Wednesday was 118% against 117% on Wednesday of the preceding week. The

specie outflow last week, was \$1,246,188. The Gold Exchange Bank clearances have averaged about 85 millions per day during the week.

The customs demand for Gold last week, averaged \$374,500 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were \$367,654, and thus far in 1873, have been \$1,030,506 against \$575,216 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been \$105,906,833 against \$128,776,090 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$61,318,804, against \$62,274,942 during the same time in 1871-2.

The export drain of specie was \$1,246,187 last week, against \$916,474 same week preceding year. The shipments since July 1, 1872, have been \$50,774,380 against \$27,831,380 during the same portion of 1871.

Foreign exchange has been very irregular; and at the close weak in price on a restricted business. Bankers' sixty day bills on London closed at 107%@107%; sight bills on London, at 107%@108%. The week's exports of Domestic Produce have been to the currency value of \$5,010,645.

Government securities have been quite active, with very free purchases noted for investment, largely on foreign account, at buoyant prices. Government proposes, under the April programme of the Treasury Department, to sell during the month Gold as follows: Thursday, April 17, \$1,500,000; Thursday, April 24, \$1,500,000. And to buy in Five-Twenties bonds, as follows: Wednesday, April 23, \$500,000.

U. S. sixes of 1881 closed on Wednesday of this week, at 120%@121%; U. S. Five-Twenties of 1882, 117%@118%; U. S. Five-Twenties of 1864 at 117%@118%; U. S. Five-Twenties of 1865, 119%@119%; U. S. Five-Twenties of 1866 consolidated, 117%@117%; U. S. Five-Twenties of 1867, 118%@119%; U. S. Five-Twenties of 1868, 117%@118%; U. S. Ten-forties at 112%@112%; U. S. Fives of 1881 (Funding Loan) 115%@116; Six per cent. currency Sixes from 113%@114.

The latest quotations at the London Stock Exchange compare as follows with former returns:

March 26.	April 2.	April 9.
Consols	92%	92%
U. S. 5-20s, 1865	94%	94%
" 1867	98%	98%
" 10-40s	89%	89%
New Fives of 1881	91%	91%
Erie	51%	51%

State bonds have been in fair demand but at irregular prices.

Railway Mortgages have been quoted quite firm in view of the Money pressure, and have been in good request. Central Pacific Sixes have been in fair demand closing firmly at from 102%@108. Chesapeake and Ohio Sixes have been selling to a fair extent at 87% and interest. Western Pacific Sixes have been in demand at 94%@95. The Northern Pacific 7-30 Loan also in request at par and interest.

There has been an active business noted in Railway and Miscellaneous share property, but prices have been fluctuating widely, mainly influenced by the condition of the call loan market.

The Metal trade has been very quiet, as a rule. A limited movement has been noted in Ingot Copper at rather lower figures; 50,000 lbs. sold at \$4c.; 5 tons English at 81c. Iron has been generally dull, with prices of Scotch Pig favoring buyers. Sales, 175 tons Scotch Pig, in lots, including Eglington at \$54, Glengarnock at \$55@\$56, and Gartsherrie at \$60, and 400 tons No. 2 American Pig at \$45@\$48. We quote: Glengarnock Pig at \$55@\$56; Eglington do. at \$54; Gartsherrie at \$60; No. 1 American Pig at \$50; No. 2 do. at \$45@\$48; Wrought Scrap at \$57 50@\$60; English rails at \$70@\$71, gold. American Rails at Works, \$80@\$85; Russia Sheet, 17c. Pig lead inactive at 63c.@63c. gold, for ordinary foreign. Silesian Spelter quiet at 73c., gold. Pig-tin in slack demand with Straits quoted at 83c., and English at 823c. gold. Tin Plates have been in less request, but at steady rates, with sales reported of 500 boxes Charcoal Plates at \$12; 500 boxes Charcoal Terne, and 1,000 boxes Coke on private terms. Charcoal Plates quoted here at \$12@\$12 373c.; Charcoal Terne, \$10 50@\$11 25; Coke, \$10@\$10 623c.; Coke Terne, \$8 75@\$10, gold, per box. Zinc dull and unchanged. Of Regulus Antimony, 10 casks sold at 143c. gold.

General business has been on a moderate scale, since our last, with prices of Cotton, and Bread-stuffs quoted weaker, and Provisions and Petroleum steadier. Middling upland cotton, closed on Wednesday at 195@193c. cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,078,119 bales, against 2,468,428 bales same time in the preceding year; exports 1,909,900 bales against 1,808,796 bales in the previous year; stock at the ports at latest dates, 585,745 bales against 388,140 bales same date 1871.

Foreign goods have been in quite moderate request as a rule, on the previous basis as to values. The week's imports amounted to \$7,576,073, including \$2,104,060 of dry goods.

Ocean freights have been more active, and rates have shown more steadiness.

At the Live Stock Markets, Beeves have been in moderate request at from 914@143c. cts. Veals at 7@11 cts.; Sheep at from 53c@83c. cts.; Swine at 614@63c. cts. per lb., all live weight. The week's receipts were 6,419 Beeves, 1,685 Veal Calves, 14,588 Sheep and Lambs, and 39,986 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Pacific R. R., of Mo., 50%; St. Louis and Iron Mt. R. R., 88; do. 1st mort., 95; New Jersey Southern R. R., 31%; do. 1st mort., 75; St. Louis, Kansas City and Northern pref., 55; New Jersey R. R., 120; Atlantic and Pacific pref., 25; Albany and Susq. R. R., 94; Detroit, Monroe and Toledo 1st mort., 96%; Toledo, Peoria and Warsaw 1st mort., E. D., 89%; do. W. D., 88; North Missouri 1st mort., 90; St. Louis, Jacksonville and Chicago 1st mort., 90; Burlington, Cedar Rapids and Minnesota 1st mort., 89%; Chicago and Milwaukee 1st mort., 94; Mil. and St. Paul 1st mort., La C. div., 89; do. Iowa div., 85%; Ohio and Miss. 7s, consol., 923%; Galena and Chicago 1st mort., 102%; East Tenn., Va. and Ga. 1st mort., 90; Morris and Essex Construction bonds, 89%; Boston, Hartford and Erie 1st mort., 40; Lake Shore and Michigan Southern 7s, consol., reg., 98%; Louisville and Nashville 7s, 1898,

consol., 9212%; Clev., Paines. and Ash. 7s, new, 98%; Clev., Col., Cin. and Ind. 1st mort., 108; Gt. Western 1st mort., 1888, 94; Nashville and Decatur 1st mort., 89; Buffalo and Erie 7s, new, 9412%; Western Union Tel., 86; Quicksilver pref., 50; Consol. Coal of Md., 55%; Maryland Coal, 25%; American Coal, 60; Pennsylvania Coal, 225; Cumberland Coal and Iron, 98; Spring Mt. Coal, 60%; Am. Mer. Union Exp., 67; U. S. Exp., 743%; Wells-Fargo Exp., 81%; Adams Exp., 94%; Mariposa L. and M., 14; do. pref., 20; N. Y. State 7s, B. L., reg., 10612%; North Carolina 6s, special tax, 18; South Carolina 6s, new, Apl. and Oct., 27; do. Jan. and July, 20; Louisiana 6s, new, 43; Brooklyn 6s, W. L., 9312%.

Philadelphia.—Catawissa new pref., 88%; do. 7s, new, 100; Pennsylvania allotment, 53%; Philadelphia and Trenton R. R., 112; Philadelphia and Reading Gen'l mort. 7s, coupon, 102; do. reg., 104; do. 7s, new conv., 105; Pittsburgh, Cincinnati and St. Louis 7s, 75; Lehigh Valley 7s, new, 104; Westchester and Philadelphia 7s, 101; Allegheny Valley 7s-10s, 91%; Wilmington and Reading 7s, 97; Huntingdon and Broad Top Mt. 1st mort., 10212%; Lehigh Nav. conv. gold loan, 93; West Jersey 7s, 101; Morris Canal 1st mort., 94; Schuylkill Nav. 7s, Boat Loan, 85; Pennsylvania Canal 6s, 69; Ithaca and Athens 7s, 99; Warren and Franklin 7s, 8212%. The latest quotations are: City 6s, 9712@9712%; do. free of tax, 10112@10112%; Pennsylvania State 6s, 1st series, 100@102; do. 2d series, 10712@107%; do. 3d series, 10834@10912%; Philadelphia and Reading 575g@57%; do. Gen'l mort. 7s, coup., 102@10212%; do. reg., 10834@10412%; do. mort. 6s, 1880, 94@—; do. 7s, new, conv., 10434@10512%; United New Jersey R. R. and Canal Co., 11912@11912%; Camden and Amboy mort. 6s, 1889, 96@9612%; do. 1888, 90%@90%; do. 1889, 89@89%; Pennsylvania R. R., 5612@5612%; do. allotment, 5812@53%; do. 1st mort., 99%@100; do. 2d mort., 96%@97%; do. General mort. coupon, 90@92; do. reg., 9412@9412%; Little Schuylkill R. R., 4612@4634%; Morris Canal, 4812@50; do. pref., 12212@128; do. 6s, 9812@94%; Susquehanna Canal, 7@8; do. 6s, 73@76; Schuylkill Nav., 7@712%; do. pref., 1834@14; do. 6s, 1882, 7434@75; do. 1872, 80@—; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 95@—; do. 5s, 59@6112%; Lehigh Coal and Navigation, 3834@38%; do. 6s, 1884, 8634@8612%; do. R. R. Loan, 93%@9312%; do. Gold Loan, 90%@91; North Pennsylvania, 46@4612%; do. 6s, 9412@96%; do. 7s, 97@9712%; do. Chatte 10s, 106@—; Philadelphia and Erie, 25@26; do. 6s, 91@91; Minehill, 52@5212%; Catawissa, 20@21; do. pref. 4412@45; do. new pref., 32@3312%; do. 7s, 1900, 100@101; Lehigh Valley, 59%@59%; do. 6s, new coupon, 97@9812%; do. reg., 9712@9812%; do. 7s, 10312@104; Fifth and Sixth streets, (horse,) 50@52; Second and Third, 57%@58%; Thirteenth and Fifteenth, 20@23; Spruce and Pine, 3112@32; Green and Coates, 49@50; Chestnut and Walnut, 59@62; Hestonville, 19@1912%; Union, —@73; Germantown, 30@—.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 17; Norwich and Worcester R. R., 128; Eastern (N. H.) R. R., 10112%; Connecticut and Passumpsic Rivers R. R., pref., 89; Portsmouth, Gt. Falls and Conway R. R., 95; Rutland R. R., 912%; do. pref., 50; do. scrip No. 1, 99; No. 2,

8712%; No. 3, 84; do. 8s, 1880, 7712%; Old Colony 6s, 1876, 9634%; Maine Central R. R., 57 i Atchison, Topeka and Santa Fe R. R., 22; Michigan Central R. R. scrip, 10812%; Burlington and Missouri R. R. 7s, L. G., 95; do. 8s, in Nebraska, old, 100; Chicago, Burlington and Quincy R. R. 7s, new, 92%; do. rights, 5 5712%; Agricultural Branch 6s, 1884, 77; Cedar Rapids and Missouri R. R. 7s, 1916, 87; Eastern R. R. 7s, 1882, 10112%; Vermont Central 1st mort., 7s, 84; Ogdensburg and Lake Champlain Equipment 8s, 98; Michigan Air Line 8s, 101; Boston and Lowell 7s, 1892, 10512%; Keokuk and St. Paul R. R. 8s, 96; Illinois Grand Trunk R. R., 8s, 99; Boston, Clinton and Fitchburg 7s, 85; Boston Water Power, 31; do. scrip, 70; Cary Imp., 1812%; Waverly Land, 412%; Maine 6s, 1889, 99; New Hampshire 6s, 1902, 9712%; Massachusetts 5s, 1894, gold, 99%; Boston 6s, 1884, gold, 8912%; Bath 6s, 1888, 8912%; Portland 6s, 1877, 96; Bangor 6s, 1874, 96; Augusta 6s, 8912%; Allouez Mining Co., 21; Calumet and Hecla, 153; Dawson Silver, 50c.; Dana, 112%; Hanover, 112%; International Silver, 112%; Mesnard, 212%; Petherick, 312%; Pontiac, 112%; Phoenix, 22; Rockland, 312%; Ridge, 11; Star, 112%; St. Clair, 812%; Shuniah Silver, 112%; Superior, 70c.; Toltec, 76c.

Baltimore.—Orange, Alex. and Manasses 7s, 8012%; Central Ohio 1st mort., 86; Northern Central 6s, 1900, gold, 9112%; Virginia and Tennessee 8s, 88; Memphis City 6s, 5712%; Maryland Defense 6s, 104; Virginia Consol., 6s, new, 51; do. coupons, 79. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80@8112%; Pittsburg and Connellsville 7s, 1898, 93@9312%; Baltimore and Ohio, 175@180; do. 6s, 1875, 9812@98; do., 1880, 96@96; do., 1885, 94@9512%; Parkersburg Branch, 11@13; Northern Central, 38@40; do. 6s, 1885, 92@93; do., 1900, 86@86; do. 6s, 1900 gold, 9112@9212%; N. W. Va. 1st mort., —@9212%; do., 2d mort., —@—; do., 3d mort., 1885, 90@96; Marietta and Cincinnati 1st mort. 7s, 1892, 9834@99; do., 2d mort., 7s, 9112@92; do., 3d mort., 8s, 8812@88%; Central Ohio, 4112@4312%; do. pref., 42@43; do. 1st mort., 8534@8612%; Western Md. 1st mort. 6s 1890, 87@90; do. 1st mort. guar., 97@9712%; do., 2d mort. guar., 97@9712%; do. 3d mort. guar., 96@97; do. 2d mort pref., 75@90; do., 2d mort. guar. by Washington Co., 72@84; Richmond and Danville 1st mort., 7712@7812%; Orange and Alexandria 1st mort. 6s, 96@99; do., 2d mort. 6s, 86@90; do., 3d mort. 8s, 90@96; do., 4th mort. 8s, 8012@80%; Orange, Alex. and Manasses 7s, 8012@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@78; do. 8s, 8312@88%; Baltimore 6s, 1875, 99%@100; do., 1884, 96%@—; do., 1886, 98@9812%; do., 1890, 9712@98; do., 1893, 97@97; do., 1893, exempt, 9912@100; do., 1900, exempt, 9612@9712%; do., 1900, new, 98@9812%; do., 1902, 98@9912%; Memphis City 6s, 57@5912%; Maryland Defense Loan, 1888, 104@10412%; Virginia 6s, old, 37@40; do. coupons old, 37@40; do. consol. 6s, 5212@53; do. reg. 51@53; do. coupons, 8012@—; West Virginia, 1834@14; City Passenger R. R., 21@22; George's Creek Coal, 118@124.

Ground was broken on the 31st of March at Maysville, Ky., for the branch of the Kentucky and Great Eastern Railroad, between Maysville and Newport.

New York Central and Hudson River R. R.

For the purpose of consolidating its funded and mortgage debts, and providing the necessary means for laying the additional two tracks, procuring terminal facilities, and to make other improvements as its business may require, the New York Central and Hudson River Railroad Company have determined to issue bonds to the amount of thirty millions of dollars, payable on the 1st of January, 1908, with interest at the rate of seven per cent per annum, payable semi-annually, and two million of pounds sterling, payable at the same time, with interest at the rate of six per cent, payable semi-annually, in the City of London, and to secure the payment of such bonds, have mortgaged all the right, title and interest of the company in the New York Central and Hudson River Railroad, together with all the rolling stock, shops, etc. (excepting the Athens Branch) to Cornelius Vanderbilt, Jr., and William K. Vanderbilt. The instrument is to be recorded in all the counties in which the company owns property.

New Jersey Railway.

The New Jersey Railway Company was organized at Trenton, N. J., on the 7th inst., under the General Railroad Law, to construct a railroad from some point on the Delaware river, four miles above Trenton, to Bound Brook, and thence to Waverly station, in the city of Newark. The following gentlemen were elected directors: Deles E. Culver, Benjamin Fish, John G. Stevens, Isaac W. Scudder, G. Morris Dorrance, William I. Sewell, Charles E. Green, William Bettie, Sr., Benjamin Williamson, William G. Cook, Robert F. Stockton, Edward T. Green, Isaac B. Culver, Richard F. Stevens, Barker Gummere and Ira M. Garrison. The directors appointed the following officers: President Edward T. Green; Secretary, William J. Sewell; Treasurer, R. D. Barclay. The surveys of the route are filed together with an affidavit that the requisite number of shares have been subscribed and the amounts paid in, and that it is intended to construct the road in good faith.

A A special meeting of the stockholders of the Atlantic and St. Lawrence Railroad Co. was held on the 2d inst. at the office of the company in Portland, Me., to see: First, if they would accept an act of the Legislature additional to the act establishing the company, authorizing the company to increase its capital stock to one million dollars; and second, to see if the stockholders would ratify and confirm the action of the directors in authorizing and instructing the treasurer to indorse in the name of the company the bonds of the Grand Trunk Railway of Canada, issued in renewal of the bonds of the St. Lawrence and Atlantic Railroad Company. Both these propositions were accepted by the stockholders.

The The directors of the Second Avenue Railroad Company, recently elected, are: Thomas Crane, Edward Haight, Waldo Hutchins, Julius Wadsworth, Legrand Lockwood, George Bell, Joseph Richardson, John J. Donaldson, Augustus E. Masters, Solomon Mehrbach, Wm. S. Thorn, Frederick De Billier, James D. Fisk.

It is stated that the Fort Wayne, Muncie and Cincinnati Railroad Company will soon consolidate with the Detroit, Ft. Wayne and Leganport Railroad.

Northern Pacific Railroad.

A dispatch, dated San Francisco, April 7, says: The Northern Pacific Railroad committee, consisting of Vice-President Rice, of Maine; Messrs. Moorhead of Philadelphia, Frederick Billings of Vermont, and W. Milner Roberts, Engineer-in-Chief, will return East this morning, having completed on favorable terms, and below the estimated cost, an arrangement for the extension of the road northward during the present year to a practical connection between the road already completed, and the waters of Puget Sound. The contractors on Saturday, by telegraph, put men at work on the line.

With this railroad connection effected, the entire railroad system of Oregon, as well as the navigable waters of the Columbia are put in connection by rail with the waters of Puget Sound.

The committee deemed it inexpedient to press an immediate prosecution of the work on that part of the line between the upper navigable waters of the Columbia and Lake Pend d'Orielle, among other reasons, because on that portion of the route it is necessary to make arrangements in the fall for getting out crossties and bridge timbers, which can only be obtained on the mountains in the winter, and must be floated down during the spring rise of the streams.

Absecon and Great Bay Railroad.

The incorporators and stockholders of the proposed railroad from Absecon to Great Bay or Leeds' Point, a charter for which has recently been obtained, met in Camden, N. J., on the 29th ult., for the purpose of organizing. The following gentlemen were elected directors of the new company: Jonathan Sovy, Peter Boice, Wm. Moore, Jr., B. W. Higbee, J. L. Warner, Theodore J. Shuster, Horace J. Subers, Wm. M. Burke, Jonathan G. Sterrett, E. Stanley Perkins, Charles E. Henry. Subsequently the directors elected H. J. Subers President, Theodore J. Shuster Secretary and Treasurer, and Wm. Moore Jr., Solicitor. Stock amounting to \$300,000 was subscribed. Work on the road is to be commenced immediately. The following executive committee was also appointed: E. S. Perkins, J. L. Warner and J. G. Sterrett. The distance from Absecon to Great Bay is about seven miles. From its terminus at Leeds' Point a steamboat will be run across the bay to Salt Island, Tucker's Beach, and also to Tuckerton, where connection will be made with the Tuckerton and New Jersey Southern Railroad.

A The export of rails from Great Britain to the United States for the month of February was 21,063 tons, against 53,131 tons in February 1872, a decrease of 32,068 tons. The total shipments from Great Britain to all countries during the month were 41,318 tons, against 71,361 tons in corresponding time last year.

A At the annual election for directors of the Pennsylvania Railroad, held at the office of the company in Philadelphia, on the 25th ult., the following board was chosen for the ensuing year: J. Edgar Thomson, Josiah Bacon, Wistar Morris, Edward C. Knight, Samuel T. Bodine, John M. Kennedy, John Rice, John Scott, Pittsburg, Alexander J. Derbyshire and Samuel M. Felton.

A The construction of the Lexington and Big Sandy Railroad has been let to contract, and the following gentlemen from Staunton are among the contractors: Capt. C. R. Mason, Major E. McMahon, T. R. Menifee and Charles Hoge.

OFFICE OF FISK & HATCH,

No. 5 NASSAU-ST., NEW YORK, April 10, 1873.

The SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, being secured by a First Mortgage on a COMPLETED road—which is one of the GREAT EAST AND WEST TRUNK LINES, commanding a large through business, and which, from the immense Mineral, Agricultural, and other valuable resources of the country it traverses, is assured of a very remunerative local traffic—are among the most substantial and satisfactory investment securities in the market; and, at the present price, \$74 and accrued interest, yield a liberal rate of interest on their cost.

They are in denominations of \$100, \$500, and \$1,000, coupon and registered; principal and interest payable in gold coin in New York; interest May and November.

We also buy and sell at current market rates, the WESTERN PACIFIC SIX PER CENT. GOLD BONDS originally negotiated by us, and now quoted at the Stock Exchange, and widely known as favorite securities in the principal money market. Coupon bonds of \$1,000; principal and interest payable in gold coin in New York; interest January and July. Price to-day is 94 $\frac{3}{4}$ @95.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, receive deposits, on which we allow interest, make collections, and do a general banking business.

FISK & HATCH.

A The Chesapeake and Ohio Railroad Company, which will secure a continuous line from Richmond to Louisville, Ky., by the completion of the Lexington and Big Sandy Railroad, have subscribed \$200,000 towards the construction of a new bridge across the Ohio river at Louisville, and will form a western connection at that point with the St. Louis air-line.

A The earnings of the Central Pacific Railroad for March 1873, were \$974,460, and for March, 1872, \$875,763, an increase of \$98,697. For the first three months of 1873 the earnings were \$2,521,835, against \$2,039,822 for the corresponding period of 1872—an increase of \$481,513. Compared with the first three months of 1871, the increase is \$884,900.

A The Levant *Herald* says that M. Roussin, one of the chief engineers of the Enterprise Generale of railways and public works, left Constantinople on the 26th ult. for Athens, in connection, it is understood, with the projected line of railway from Athens to Lamia, of which the concession was recently granted by the Greek Government to Mr. Syngros, the well known Galata banker.

A The earnings of the Ohio and Mississippi Railroad Company for the month of March, 1873, were \$332,849—an increase of \$48,997 over the corresponding month of last year.

A The earnings of the Chicago and Northwestern Railway Company for the month of March, 1873, were \$959,911 36, an increase, compared with March, 1872, of \$118,517 40.

A The Burlington and Missouri River Railroad Company, it is said, has thus far sold its land in Nebraska at the average rate of \$8 42 per acre.

Journal of Railroad Law.

RAILROAD COMPANIES—PASSENGERS ON FREIGHT TRAINS WITHOUT TICKETS MUST BE PUT OFF AT A STATION—MEASURE OF DAMAGES.

The facts in the recent case of *The Illinois Central Railroad Company vs. Sutton*, (53 Ill. 397), are fully and clearly stated in the following opinion by—

BRESEE, CH. J.—This was an action on the case, tried in the Ford Circuit Court, on a change of venue, brought by Joseph J. Sutton against the Illinois Central R. R. Co., for damages resulting to the plaintiff, by reason of his being put off a freight train on which he had taken passage without first procuring a ticket.

The jury found in favor of the plaintiff, and assessed his damages at eleven hundred and fifty dollars, on which the court rendered judgment.

To reverse this judgment the defendants appeal to this court.

Appellants make the point that it was not proven that the train on which plaintiff was embarked, was employed in carrying passengers. It may be true no proof was offered that this particular freight train was so employed, but it is proven by the appellants' witness, Oliver, that notices were posted up around the window of the ticket office, that passengers on freight trains must first obtain a ticket, and it was proved by Mr. Ayers that appellants were, at the time of this occurrence, accustomed to carry passengers on freight trains. This train is not shown to have been an exception, besides it is proved there were several passengers upon this train who had procured tickets. This is sufficient to show that this train was *pro hac vice*, a train for the conveyance of passengers.

They make the further point, that the averment in the declaration of the defendants undertaking to convey the plaintiff from West Urbana to Tolono, is not sustained by proof of an undertaking to convey from Champaign City to Tolono.

It would appear, from the testimony, that West Urbana and Champaign City are one and the same place, consequently there was no variance.

The principle objection of appellants is made upon the instructions given for the plaintiff, the first, especially.

There is one objection to that instruction, in that part of which it directs the jury to consider, in estimating the damages, any mental sufferings the plaintiff may have undergone, consequent upon the injury. The law is well settled, where the injury is not willful, mental suffering forms no part of the inquiry by a jury. 2 Greenleaf Evidence, § 267.

The plaintiff had entered the caboose car of a freight train without a ticket, and though he offered to pay his passage, he was told by the conductor the rules of the company forbid him taking fare, and as he had no ticket he must leave the car, which the plaintiff did, and this not at a regular station of the company. Here is an absence of anything like willfulness or malice on the part of the conductor, and being so, mental suffering, by which we understand such as is produced by an injury to one's reputation, by circumstances of indignity and contumely, under which the injury was done, and the consequent public disgrace to the plaintiff. This case is robbed of everything of this nature, and the only inquiry for the jury was,

the bodily injury and such consequential damages as were the necessary result of the injury. It appears there had been a previous trial of this cause, in which the plaintiff recovered four hundred and fifty dollars damages. How much this instruction may have contributed to swell the verdict, under the same facts, to more than eleven hundred dollars, if it contributed in any degree to that result, can not be known, but in looking into the evidence, it is very apparent the plaintiff was a great sufferer by the act of appellants, in his body and business, and the amount found by the jury is no more than just compensation therefor, if they really reach the measure to which he was entitled. The conductor, when the money was offered for the fare, was informed by the plaintiff he was sick and unable to walk back one mile and a half to the station, through the mud, and if the doctor is to be believed, the consequences of this effort were of the most serious character, he, at the time, having a distressing disease.

The disease was aggravated, confined him to his bed, compelling him when partially restored to leave his business and resort to a water cure establishment, disabling him from giving that attention to his affairs their importance required, and resulting in great pecuniary losses to him.

This being so we would not, for the error pointed out in this instruction, reverse the judgment, for the evidence shows a clear violation of the law in causing the plaintiff to leave the train not at a regular station, and under circumstances of considerable aggravation.

The objections to the third and fourth instructions are not tenable, as the evidence that appellants' freight trains carried passengers, included the particular train in question.

Cases of this nature have been frequently before us, and it seems strange, when the law is so plain, that a passenger shall not be put off a train except at a regular station, it should be so often violated, and when there appears no necessity for such violation. In this case, the train had not advanced more than a mile and a half from the station. How much more in consonance with the dictates of humanity would it have been for this conductor to back the train a few hundred rods, so that a sick man should be subjected to as slight inconvenience as possible. But even this would never be necessary, if the order was given conductors of freight trains, before leaving a station, to visit a caboose car and demand a sight of the tickets, and if any passenger is there without a ticket, peremptorily decline to take him, and if he persists in remaining, then forcibly, if necessary expel him from the car. Either this rule must be adopted, or the conductors of such trains must be authorized to receive fares, or, and to that the public will not submit, decline to receive passengers on freight trains. If they will leave a station without first seeing that the passengers are provided with tickets, and then in violation of law, require them to leave the car, not at a regular station, it must be expected that juries will not be slow to visit them with the most exemplary damages, by way of punishment for such conduct. Courts will interpose in vain in setting their findings aside as excessive, for a second verdict, as in this case, will usually be greater than the first.

Upon a review of the whole case, we do not perceive any grounds on which to reverse this judgment, and must affirm it.

Judgment affirmed.

Alabama and Chattanooga Bonds.

A proposition having been made by the State of Alabama, and approved of by the Council of Foreign Bondholders, that the bondholders should accept for the overdue coupons eight per cent currency bonds, repayable in 20 years, at 82 per cent, and join in the advance to the State of \$250,000 to enable the State to complete the purchase of the railway, at a meeting of the bondholders, held on the 17th inst., the proposition submitted was unanimously agreed to. From the report of the committee read at the meeting by the secretary to the council (Mr. Hyde Clarke) we learn that the committee was appointed at the general meeting held last January, and having communicated with the financial firms connected with the issue of the previous railway loans, the following facts as to the financial transactions and position of the company were obtained. The total issue of bonds in connection with the Alabama and Chattanooga Railway by the State is \$6,800,000. Of this \$4,800,000 are 8 per cent first mortgage bonds, secured by the first mortgage on the entire property of the company, including 1,900,000 acres of land and guarantee of the State. There was a further additional issue of \$2,000,000 eight per cent gold bonds, secured upon the entire revenue of the State. Thus as long as the railway remains unproductive both classes of bonds must be exclusively a charge upon the revenue and taxes of the State. Up to the present the railway was unable to lighten the charge involved in the State guarantee, and the State of Alabama has not yet recovered from the effects of the late American war, and was consequently unable to meet its engagements to foreign creditors. The railway has become involved in litigation and embarrassment to such an extent that it had been forced into Chancery, and the railway being offered for sale the State bought it for \$314,000 over and above the first mortgage. The State has paid \$100,000 of the purchase money, and is bound to pay the balance, with costs, interest, &c., before the 15th inst.—amount \$250,000, and if unable to find the amount the railway will be resold. Under these circumstances the State legislature has authorized the issue of \$1,500,000 8 per cent currency bonds at 82, to cover the unpaid coupons, and meet other liabilities, and the State has voted the necessary increased taxes to meet its future obligations. The committee urge the advantages offered by the investment, quite irrespective of the fact that by assisting the State in this way they are improving the position of their holding, inasmuch as they are adding to the solvency of their debtor.

Mr. Gerstenberg, in supporting the resolution, showed that the holder of \$1,000 having 8 per cent overdue to receive, would be entitled to receive in payment for them \$92, an equivalent sum in the new 8 per cent at the rate of 82 discount. The committee, on behalf of the bondholders, had expressed themselves ready to tend on the following securities. The Government would give an equivalent sum in these bonds at the rate of 50 per cent, while they secured the option of purchase at 82. If Government did not repay the advance, the bondholders would be at liberty to sell the bonds in the market. A financial house of this country had offered to purchase the railway, which was worth from one to two millions of dollars. The Alabama Government had also made arrangements with a Mr. Ingram to buy the property and repay the advance of \$250,000 within 90 days.

The bondholders have acted wisely in accepting the proposition, and rescuing the property from the hopeless condition in which it at present stood.—*Herathapath*, March 22.

Hereafter trains on the Cairo and Fulton Railroad will run no further north than Meark, the station on the State line, at which point there will be a change of cars. Prior to this date they have run to Poplar Bluff, about twenty-five miles north of the line.

A bill has passed both branches of the Pennsylvania Legislature, incorporating the Turtle Creek Valley Railroad, which is to run from Walls Station, on the Pennsylvania Railroad, to connect with the West Pennsylvania Railroad in Westmoreland, Indiana, or Armstrong Counties. The bill is drawn in the interest of the Pennsylvania Railroad Company, and will open and develop a rich coal field.

The Pennsylvania Railroad Company proposes to spend \$19,000,000 during the present year. A great portion of this vast amount will be expended in laying the additional double tracks between Pittsburg and Philadelphia. The work of grading for the new tracks has already been commenced.

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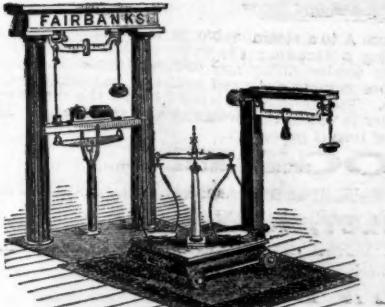
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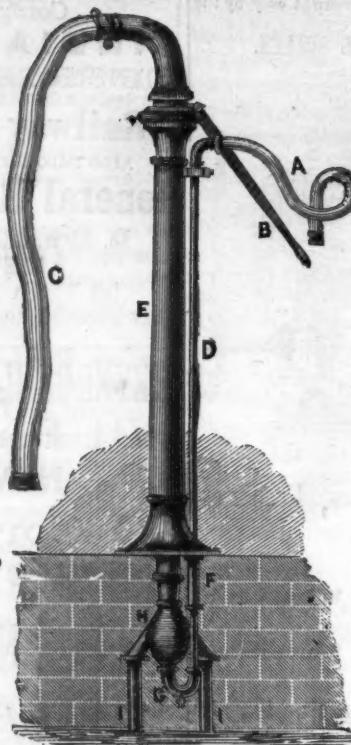
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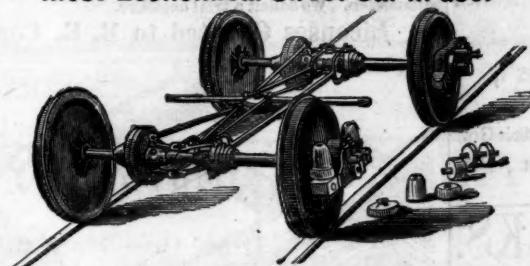
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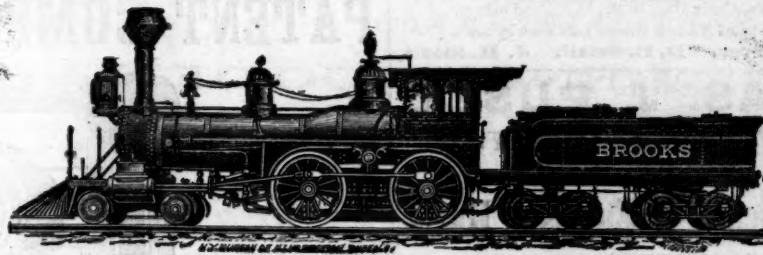
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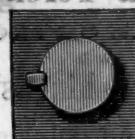
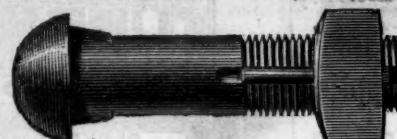
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Wrought Iron

RAIL JOINTS,

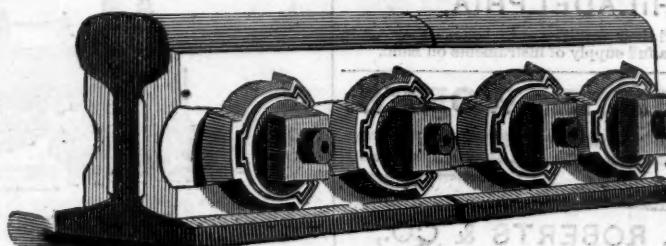
MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

**PRATT'S
PATENT COMPENSATING FISH-JOINT,**



MADE BY

**VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.**

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar, and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.